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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VOGES ROAD C
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The Daily Press.

HONGKONG, JUNE 18TH, 1912.

Mr. E. A. IRVING yesterday gave in the fewest possible words his decision in the case brought by the police against the driver of a motor-car for taking his vehicle along Jubilee Road, contrary to the regulations issued last week by the Government-in-Council. In effect the Magistrate said: "It does not concern me whether the Government-in-Council exceeded its powers or not in making these regulations. They have been published as law, and I have only to see that they are complied with. It is admitted that defendant did the act with which he is charged, and I fine him five dollars." If that is the magistrate's view, the case need not have taken five minutes to hear and decide, for the greater part of the evidence given was certainly irrelevant to the point as to whether the defendant did or did not proceed along Jubilee road in defiance of the regulations. The case, we gather, will be taken on appeal to the higher Court, and meanwhile we need say nothing further of the legal aspects of the matter. Apart from the question of the validity of the regulations there is the equally important one as to their alleged necessity. We refer exclusively to the regulations prohibiting, in contradistinction to regulating, motor traffic. The statement made by H.E. the OFFICER ADMINISTERING THE GOVERNMENT in the Legislative Council on Thursday supplies

sound enough argument for the imposition of reasonable regulations on motor-car traffic in the Colony, but we fail to see that it gives any excuse whatever for the prohibitions imposed by the new regulations. His Excellency stated that in sixteen months fourteen motor-cars had been responsible for twenty-eight accidents; but unless these accidents occurred on the roads where motor-car traffic has now been prohibited, or unless they occurred between midnight and 6 a.m., which the Government-in-Council has declared to be henceforth prohibited hours for motor-cars, anywhere in the Colony, it is obviously an ineffective defence of the prohibitions imposed by the new regulations. Our impression is that the great majority of these accidents occurred in the streets where motor-car traffic is not, and cannot well be, prohibited by regulations made by the Government-in-Council. None, so far as we are aware, have occurred on Jubilee Road, and none anywhere else in the Colony between the hours of midnight and 6 a.m. We are not ourselves partial to motor-cars, but we think that those who own or use them in the Colony are entitled to fair-play. The streets of Hongkong, or any city in Asia north of Hongkong, for that matter, may be regarded as "unsuited for motor traffic." So may it be said of many of the streets of London and other cities in England, but it is everywhere recognised that the motor-car has come to stay, and is fast superseding the horse-carriage everywhere. Yet we are not aware that there is a single city in the wide world where the motor-car has been subjected to such severe restrictions as the new regulations impose on the traffic in Hongkong. While we admit that Hongkong is "unsuited for motor traffic except to a limited extent,"—because no long drives can be taken in the Colony—we are bound to add that this extent has been limited by the failure of the Government to fulfil the promise it made to the community ten years ago to complete the extension of Jubilee Road. We have looked upon the motor car as likely to prove an important agency in the opening up of new building sites in the outlying districts of the Colony. One of the objects in view in projecting a new carriage road round the island—of which Jubilee Road forms a first instalment—was the opening up of new residential districts. Given the road, the only means of making such districts accessible would be the motor car, because the day is yet very far off when the dream of a tramline round the island will be realised. We can remember when arguments similar to those advanced by Mr. Bowley were used against carriages in Japan, but now one sees motor-cars gliding about there in many places which might be deemed far more unsuitable than the roads in Hongkong. For whom has Jubilee Road been reserved? Seeing that there are no horse-carriages in the Colony now—if there are, they could certainly be counted on the fingers of one hand—the road, already grass-covered in parts, appears to be reserved for a few horsemen, pedestrians, an occasional ricksha and the quinquennial visit—shall we say?—of the P.W.D. steam roller. The road was "designed as a carriage road," (vide the Report of the Director and Public Works), and for the pleasure and enjoyment of the inhabitants of the Colony, and to now deny the use of that thoroughfare to the only "carriages" the Colony possesses seems to us a perversion of the intended use of the road for which there is no good justification. In the answer given by the Director of Public Works to the question put by the Hon.

Mr. MURRAY STEWART, it was not disclosed who advised His Excellency that Pokfulam Road is more suitable than Jubilee Road for motor-traffic. It would be interesting to know. An experienced motor-car driver who gave evidence at the Magistrate's on Friday expressed very emphatically a contrary opinion, and moreover, it stands to reason that if the old Pokfulam Road were safer and more suitable for motor-car traffic, that route would be preferred by drivers; but the truth of the matter is that the gradients on Pokfulam road are worse than on the Jubilee road, and an expert witness declares the corners to be "just as bad." It is obvious to anybody who knows the road that the return journey up the old Pokfulam Hill is a great strain on the tyres and engines of a car, and a danger to the occupants, as the gradient is very steep and the surface very rough. In fact, the principal reason for building Jubilee Road was to avoid this hill, which is also killing for carriage horses to drive up. No satisfactory excuse has yet been offered by the Government for closing to the only carriages in the Colony the road built by public subscription and "designed—as a carriage road." His Excellency's statement that fourteen cars have caused twenty-eight accidents in twelve months does not apply to Jubilee road; and, after all, if there were fourteen horse-carriages in the Colony using the roads as much as the motor-cars,

does anyone imagine that they would show in sixteen months a better accident record than the motor-cars? When we make a little arithmetical calculation and find that over a period of 495 days each car has had two accidents to its debit, it does not seem excessively alarming. For our part, we think there is far less danger in the streets from a score of motor-cars than from a similar number of horse-carriages, because the motor-car can be brought to a standstill in an instant when danger threatens, which is seldom the case with a frightened horse. Regulate the traffic by all means, but to suppress it, as these regulations will serve to do, is to make Hongkong the laughing stock of the East.

The Advisory Council has decided to transfer the capital of Kwangsi from Kweilin to Nanningfu.

For stealing two brass logs from the s.s. *Tean*, a Chinese was at the Magistrate's yesterday sentenced to three months' hard labour.

Before Commander Beckwith, at the Marine Court, yesterday, a boatwoman was fined \$10 for being in Causeway Bay without the written permission of the Harbour Master.

A man who was fined \$100 or in default six weeks in prison at the Magistrate's yesterday pleaded that the opium was thirty years old and that it belonged to his brother.

On Sunday night, a European named Hermann Petersen was found dead in his room at the Royal George Hotel. The cause of death is unknown. The body was removed to the Kowloon Mortuary.

Revenue Officer Willis appeared before Mr. Melbourne at the Magistrate's yesterday and asked for the confiscation of 37½ pounds of Persian opium which he had found in the Wharf and Godown Company's premises in cases labelled gum. The application was granted.

A bluff that did not work was tried at the Hongkong and Shanghai Bank on Saturday. A coolie entered one of the private offices, and when asked his business said he had come for the clock. However, he was handed over to the police, who yesterday proved that he was a rogue and a vagabond, and he was sent to prison for one month.

A fine of \$500 or three months in prison was imposed by Mr. Melbourne at the Magistrate's yesterday on a man for having been found on board the s.s. *Prinz Sigismund* with 244 taels of opium in his possession. It was stated by the revenue officer who gave evidence that recently a number of the ship's crew had been in trouble for importing opium.

The crews of six fishing boats working in Deep Water Bay stole from the oyster beds there a large quantity of oysters valued at \$500. As is known, the water there belongs to Great Britain, but the land is Chinese. Therefore when the delinquents found that the police were after them they deserted their boats and escaped. One man, however, was arrested, and, curiously enough he had all the oysters on his junk.

A smart captured was effected by the police on Sunday. A Chinese merchant was returning from the bank in a public ricksha on Saturday with \$10,000 in \$500 notes in his trouser pocket when he missed the money. He informed the police, adding that he suspected the ricksha coolie. Inquiries were made, and the police arrested the ricksha coolie on board the Japanese steamer *Daiji Maru*, en route to Swatow with the ten thousand dollars in his possession.

At the Magistrate's yesterday a man and a woman were convicted of being in unlawful possession of spurious coin and with uttering the same. The man was sentenced to six months' imprisonment; and four hours' in the stocks and was fined \$350 or six months on the second charge, while the woman was sentenced to six weeks on the first charge and on the second charge was ordered to pay a fine of \$350 or go to prison for six weeks. In the case of both parties the sentences were to run concurrently.

An interesting story was related to Mr. Irving at the Magistrate's yesterday when a Chinese woman prosecuted a man for the theft of bangles valued at \$189.90. It was said that the defendant with another man, both of whom lived in Tung Lane, got up a party in their house and invited the complainant, who lived in a rear-cubicle, to participate in the feast. She did, but she alleged that the men put something into the wine, which made her very sick. On awaking, she missed her bangles and discovered that both men were absent. His Worship, on hearing the evidence, discharged the defendant.

Mr. F. Matson of the Eastern Extension Telegraph Company leaves the Colony to-night, on transfer to the Company's station at Cocos.

The daring of the Chinese thief was demonstrated at Yau-mati on Friday, when two men attempted to steal a money-changer's iron cage from the counter. Fortunately, it was locked to the counter, but still they tugged at it without success. A foki ran out after them, but one of the men produced a revolver from his pocket and pointed it at the foki. Happily for him the bullet jammed, and the revolver would not discharge. The accountant blew a whistle for the police, who after a chase captured one of the men and got his companion some time later. The men were brought before Mr. Irving yesterday and remanded.

PLAGUE EPIDEMIC AND THE REMOVAL OF CEILINGS.

Mr. F. B. L. Bowley, if he can obtain the leave of the Sanitary Board to treat them as urgent, will move the following resolutions and ask the appended questions at the meeting of the Sanitary Board this afternoon:—

1. That in the opinion of this Board the withholding from the full Board of the letter of the 31st May, 1912, addressed to the Secretary of the Board by a house owner, requesting reconsideration by the full Board of the application for exemption from removal of the top floor ceilings of Nos. 88 and 90, Wellington Street, was irregular and improper.

2. That this Board regrets that the Head of the Sanitary Department did not comply with the request of a member of the Board, received by the Head of the Sanitary Department on the afternoon of the 14th June, asking him to take no further action until after this meeting of the Board.

3. That this Board considers that the destruction or removal of any lawful ceiling or partition which can be readily and effectively cleansed and disinfected on both sides without destruction or removal is an unjustifiable interference with private property and throws unnecessary expenses on the Revenue of the Colony.

The questions which Mr. Bowley wishes to address to the Medical Officer of Health are:—

1. Has any case of plague occurred this year at Nos. 88 or 90, Wellington Street?

2. Have any rats (a) infected or (b) non-infected been found this year on the premises mentioned in the first question?

WATERTIGHT COMPARTMENTS IN CHINA.

The following letter has appeared in *the Times*:—
Sir,—In the present controversy as to the utility of watertight compartments in ships, it is of interest to recall Marco Polo's observations on the subject, as the Chinese of his day seem to have anticipated this as well as many other European inventions. Marco Polo returned to Europe after his sojourn in China partly by sea to Persia; the ship he sailed in, part of a Chinese sea-going fleet, was of large size. The principal dangers feared by the Chinese sailors were the sinking of the ship by the attacks of whales or by running on to rocks. Their precautions were to divide the ship into a series of watertight compartments by transverse bulkheads, formed by planks fitting into grooves.—Yours truly,

W. RINGROSE GORE, M.D.
Derrymore, Llandrindod Wells, May 23.

INDIA AND CHINA.

China is still India's best customer for cotton yarn, but it must be a very anxious question to the Bombay mill-owners as to how long she may remain so. Certainly the outlook does not appear very bright, if the Shanghai customs' returns are to be relied on, as, no doubt, they are. In 1907 the off-take of Indian yarn at Shanghai, which it is well to remember is the very centre of the yarn trade in the Colonial empire, was 1,130,844 piculs of 133½ lbs. each; in 1908 there was an enormous drop to 884,363 piculs; in 1909 an increase to 990,883; in 1910 a severe drop to 732,751 and in 1911 a collapse to 479,826 piculs. Of course the Chinese Revolution had something to do with last year's loss of trade; but the significant fact remains that during the past five years the off-take of Indian yarn in the principal market in China has withered to the enormous extent of 6,50,918 piculs, and the withering process has been by no means sudden. It is not necessary to go very far for the reason. China some time ago came to the conclusion that it was an unsatisfactory condition of affairs that she should have to go all the way to Bombay for her cotton yarn supplies, and so she has erected spinning mills to provide her own wants. These mills placed in the Shanghai yarn market last year 346,952 piculs, while Japan, who is no longer dependent on India, but does an extensive export yarn trade on her own account, contributed another 379,016 piculs. These two contributions are more than sufficient to account for the decline. It only remains to add that the off-take of English yarn at Shanghai during the past five years has tumbled down from 12,962 to 2,800 piculs, and, in the nature of things, has not much further to go to be wiped out entirely. But necessity is the mother of invention, and it seems reasonable to suppose that those who have been heavily hit by the changed state of affairs in China will be able to find other fields to conquer or other manufactures than yarn.—*Pioneer Mail*.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

AMERICAN PRESIDENTIAL ELECTION.

AN INTERESTING SITUATION.

LONDON, June 17th.

A Chicago telegram states that Mr. Roosevelt has arrived there. He met with an ovation from the concourse of people and his arrival was heralded by the playing of brass bands. He drove to his hotel through cheering crowds.

Mr. Roosevelt, in a speech said his was a naked fight against theft, and the thieves would not win.

The National Committee has concluded its investigation of the contested seats and has awarded 234 to President Taft and 20 to Mr. Roosevelt. President Taft's managers assert that they command of 555 votes at the Convention which will be sufficient to elect him on the first ballot. The Roosevelt supporters concede the President only 535 votes, which they say will be insufficient.

It is expected that Mr. Roosevelt will appear at the Convention to plead his cause personally. Roosevelt supporters declare that unless President Taft is nominated at the first ballot, he will never be, because the Roosevelt boom is waxing hourly, and the first defections of the Taft supporters will be the signal for a stampede in favour of Mr. Roosevelt. A split has already arisen in the New York delegation, which will minimise its influence in favour of the President. One of the Chicago newspapers, which hitherto supported President Taft, has gone over to the Roosevelt side. It is also significant that a delegate supporting the insurgent Republican La Follette has declared that directly it becomes evident that the latter cannot be nominated, the whole of the La Follette delegates will go over to Mr. Roosevelt. The Roosevelt supporters hourly grow more confident, but impartial judges still consider that the balance lies in the hands of the independent southern delegates, many of whom are negroes. There are predictions of hazardous times ahead.

THE FOREIGN LOAN TO CHINA.

LONDON, June 17th.

The Chinese Loan Conference, which was to have been held in Paris on Saturday, has been postponed until tomorrow.

The correspondent of the *Daily Telegraph* in Paris states that a hitch has occurred.

THE DOCKERS' STRIKE.

LONDON, June 17th.

The strikers at Plymouth and Swansea have decided to resume, but most of the vacancies at Plymouth have been filled.

Mr. Gosling, speaking at a demonstration in Trafalgar Square, admitted that the national strike was a failure, and it was useless to pretend that they were not hard up, but the men would never resume under present conditions.

TURKISH-ITALIAN WAR.

LONDON, June 17th.

The Italians have landed a fresh expedition at Busheifa, sixty miles to the westward of Tripoli.

TRAIN ACCIDENT IN SWEDEN.

LONDON, June 17th.

Eighteen persons were killed and 16 injured in a train accident caused by the Malm-Stockholm train colliding with a goods train at Malmstaet Station.

WIRELESS TELEGRAPHY IN CEYLON.

The following telegram has been received by H.E. the Governor of Ceylon from the Captain of H.M.S. *Minotaur*:—"I have to offer my congratulations to the Colony on the receipt of a wireless telegraph message at over 500 miles distance."

"An Old resident" who has returned to the Colony after an absence of some months writes that he is pleased to see that during his absence the dais of the pedestal of King George's statue, but it puzzles him to find a reason why that half brick which has been lying at the King's foot for quite two years should have been allowed to remain there.

MOTOR CAR TRAFFIC IN HONGKONG.

THE TEST CASE AT THE MAGISTRACY.

THE MAGISTRATE'S DECISION.

Mr. Irving at the Magistrate's yesterday gave his decision in the test case under the new motor regulations heard before him on Friday, in which O. Lauritsen was summoned for having on June 10th driven a motor car along Caine Road in contravention of the regulation made by the Governor-in-Council.

Mr. J. H. Kemp, Crown Solicitor, appeared in support of the summons, and Mr. F. B. L. Bowley represented the defendant. Mr. W. B. Hind was present in the interests of another defendant summoned under the same regulations. His Worship said—I understand this is a test case. Is that so?

Mr. Kemp—I believe defendants understand so.

His Worship—I find the defendants guilty. Are you pressing for a heavy penalty? Or do you regard this as a test case?

Mr. Kemp—I am not pressing for a heavy penalty. Probably the defendants regard it as a test case.

His Worship—I fine the defendants five dollars.

Mr. Kemp—There is one case not yet heard, your Worship. The case of Foo Li.

Mr. Hind—I ask your Worship to state a case, giving the opinion of the Court.

Mr. Bowley—I ask your Worship to give grounds for finding thus.

His Worship—I am not bound to do so, but it is the custom to give grounds for a decision.

His Worship—I prefer to put my reasons in writing, stating the case.

Mr. Bowley—With regard to car No. 10, I consent to judgment. I appear for the defendants, and I presume the penalty will be the same in that case?

His Worship—The same penalty, yes. Five dollars.

Mr. Bowley—Two summonses which had been issued on the 13th but for some unknown reason only delivered on the 16th, charge my clients with driving a motor car on a prohibited road, to wit, Jubilee Road, at 6 p.m. on the 12th June. These summonses were signed by Mr. Melbourne, and I imagine if your Worship had known that these summonses were out you would have ordered that these summonses should not have been served, as the matter was before you fully on Friday, and it seemed hardly necessary to serve these on Saturday. I suggest these summonses should stand over until after the appeal to the Full Court, and it is decided whether Jubilee Road is a prohibited road or not.

His Worship—I will give you a remand.

Mr. Bowley—*Sine die*!

His Worship—No, a week.

Mr. Kemp—I do not know whether the owners will undertake to consent not to drive on this road in the meantime. If not, I think the summonses should go on. I have no instructions in these cases. I had heard of them, but have no instructions concerning them. If they want these cases to stand over, they must undertake not to continue breaking the law by going over prohibited roads. They must here undertake not to drive on a prohibited road.

Mr. Bowley—I say the Government should not undertake to enforce this regulation until it has been decided by the Full Court.

His Worship—I have no power to force the Government as to the regulation. I am to enforce the law, and they must give some undertaking that they will not break the law if these summonses stand over.

Mr. Bowley—These refer to the 12th, whilst the matter was before your Worship.

His Worship—Mr. Kemp says they are not to drive over Jubilee Road or any other prohibited road.

Mr. Bowley—These cases refer to the 12th June, before we had heard your Worship's decision. I think the summonses should be withdrawn.

His Worship—I cannot order them to withdraw them.

Mr. Kemp—I offer no objection to the summonses being held over if they give an undertaking that they will not use the prohibited roads. On this understanding we will not proceed with these summonses.

His Worship—They have been served? Mr. Bowley—Yes. They will come on to-morrow at 10 o'clock.

His Worship—If they are to come on at ten o'clock to-morrow—I will remand them for a week.

Mr. Bowley—If it pleases your Worship.

SUPREME COURT.

Monday, June 17th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (HON. MR. REES JAVIES).

ALLEGED BREACH OF CONTRACT.

This was a case in which the Tung On firm claimed from the Wing Yue firm and Hung Man Chun, managing partner therein, damages to the extent of \$3,450 for alleged breach of contract.

According to the statement of claim, the defendant firm, by Hung Man Chun, made a contract with the plaintiffs for the sale to the plaintiffs of five chests of Patna opium at the price of \$61.50 per ball. By the contract, full delivery was to be taken by the plaintiffs within thirty days, on or before September 6th, 1911. On August 31st, 1911, and again on September 6th, 1911, plaintiffs applied to the defendant firm for delivery of the opium, but defendant did not deliver the opium on either occasion. The market price of Patna opium per ball on September 6th, when the contract was alleged to have been broken, was \$78.75, and each of the chests should have contained 40 balls, the total market price would have amounted to \$115,750, the contract price therefore being \$112,500. The plaintiffs accordingly claimed \$3,250, the difference between the contract price and the market price.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Reader Harris, of Messrs. Wilkinson & Grist, appeared for the plaintiffs, and proof of service of summons and statement of claim having been given, his Lordship gave judgment in favour of the plaintiffs for the full amount.

THE PRODUCTION OF OPIUM IN CHINA.

In the House of Commons on the 20th ult., the Earl of Ronaldshay (Middlesex, Herts., Opp.) asked the Secretary of State for Foreign Affairs if he had any reports showing that the production of opium was being carried on unchecked in certain provinces in China; and, if so, had he any information to give to the House on the matter.

Mr. Acland (Cornwall, Camborne), who replied on behalf of the Secretary of State, said:—Reports have been received that opium cultivation is proceeding in certain provinces of China, over which in the present circumstances the Chinese Government are unable to exercise any effective control. His Majesty's Government are, however, confident that with the full restoration of order the Chinese Government will take the necessary steps to ensure the enforcement of the suppression of the cultivation of opium throughout China.

On the following day, Sir J. D. Nees asked the Under-Secretary for India whether official reports had been received by the Secretary of State or by the Government of India to the effect that the poppy was now once more largely grown in the provinces of Kansu, Yunnan, and Szechuan; and whether the Chinese Republic had formally adopted the obligations of the late Imperial Chinese Government in respect of the discontinuance of the growth of the poppy.

Sir E. Grey answered the question:—He said—I would refer the hon. member to the reply which was given yesterday to the hon. member for Hants.

In answer to further questions put by Sir J. D. Nees, Sir E. Grey said:—We understand that the present Chinese Government is as much in earnest as the late Chinese Government with regard to the repression of opium smoking. It is only a provisional Government at present, of course, and if there is any reluctance on their part to take over the obligations with regard to the suppression of the opium traffic it will raise the whole question of the agreement that has been come to.

LASCAR SEAMEN.

REFERENCE OF A P. AND O. OFFICER.

The Board of Trade inquiry into the loss of the P. and O. liner *Oceanic* off Beachy Head on March 16 was resumed on May 20th. The evidence was again mainly confined to the accident to the first lifeboat lowered, in which seven passengers and eleven of the crew were drowned.

The second officer, Henry George Wilding, said that he did not hear of the accident to the lifeboat until he was being taken off the *Oceanic* in the tug.

Mr. Dumas (who appeared for relatives) questioned the witness as to the length of time occupied in getting the boats away, and asked: Is not the reason that the lascar crew are hopelessly unreliable and useless in a moment of excitement?

The witness: No. Why did the passengers have to go in one of the later boats?—There was nobody else handy.

Was it not the reason that the lascars, who should be handy, were packing their bags and were very anxious to go?—I cannot say.

Was not the real reason that lascar crews are unreliable and useless in cases of emergency?—No, I should say they are all right.

Wouldn't you prefer a European crew?—No.

Do you mean that?—Yes.

Able-Seaman Carter, one of the three persons saved from the overturned boat, said that he scrambled back up one of the boat lines into the *Oceanic*, and then threw lifebelts to the people struggling in the water. He did not report the accident to the officers because he thought they must have heard the screams.

The inquiry was adjourned.

HAMBURG LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

May 22nd.

THE STATE OF TRADE.

The remarks of Herr von Gwynner in the Prussian Upper Chamber last week on the uncertainty of a continuance of the present buoyancy in trade, following so closely on the warnings pronounced by eminent German financiers not long ago, created a momentary panic in the stock markets on Saturday, causing quotations of some of the more speculative securities to give way to the extent of, in a few instances, 5 per cent., and even more. Since then, however, calmer counsel has prevailed and a rally has taken place sufficient to bring prices back to the level before the scare, although speculation is not active and the public show little desire for investment. It is a significant feature of the present financial situation that, whereas the Bank Rate in London has declined as usual at this season of the year and now stands at 3 per cent., the Reichsbank in Berlin still maintains it at 5 per cent. This, no doubt, due to the briskness of trade, at any rate, much more so than to an excessive speculative movement; but even this may eventually become a source of danger, although so far there appear no signs of a slackening of the demand, except in some of the produce markets. The returns of the foreign trade of the country are exceedingly satisfactory:—Imports in the month of April amounting to \$70.5 million Marks and exports to 72.02 millions, and for the first four months of the year to 3,455.2 and 2,787.2, respectively, as compared with 3,060 and 2,553.2 during the same period last year. The prospects of the growing crops, cereal and others, are stated to be very satisfactory in this country, so that the home trade may be expected to continue good during the summer. As regards the cultivation of beet-root the International Association for Sugar Statistics issues the following returns from 1,158 mills being members. The area planted amounts in hectares:—

	1912.	1911.	Increase.
Germany	538,363	agst. 507,115	6.2%
Austria			
Hungary	440,000	404,000	8.8%
France	225,140	224,850	1.1%
Belgium	65,000	61,060	6.8%
Holland	66,870	54,583	22.5%
Russia	778,400	787,350	1.4%
Sweden	27,700	28,044	4.6%

The acreage under beet in countries that have not joined the Association is estimated as follows in hectares:—

	1910 or
Denmark	30,000 agst. 25,000 20% more
Italy	55,000 " 60,000 8.3% less
Spain	37,000 " 30,000 23.3% more
Other Countries	
tries	27,240 " 22,373 8.6% more

The entire total being 2,280,513 hectares, against 2,206,263 last year, showing an increase of 3.8 per cent. The number of sugar mills in operation is about 1,240. The aluminium industries seem to have made tremendous strides in this country during the last five years; the imports of the raw material are reported as:—

	304.7 tons in 1907. Jan. to March incl.
478.8	" 1908, " " "
1,190.6	" 1909, " " "
2,005	" 1910, " " "
1,567.3	" 1911, " " "
3,005.9	" 1912, " " "

whereas the exports of refined aluminium and aluminium goods finished and partly finished during the first three months are returned as 77.7 tons in 1907; 84.7 in 1908; 117.6 in 1909; 155.7 in 1910; 234.8 in 1911; and 431.1 tons in 1912.

I am indebted to one of your contemporaries here for the following interesting figures regarding the number of sheep in the world and the total yield of wool. They have been compiled by an American statistician well acquainted with the trade and are believed to be as reliable as they can be expected to be, considering the enormous area, parts of which permit but of rough guesses. For these and for countries from which no returns were obtainable the number of sheep is put down as 100 millions, whilst the data received from countries where statistics are kept the total is computed at 601,691,372, or, in round numbers, 700 millions altogether. They are distributed as follows:—Europe, 184 millions; Australia, 116; South America, 99; North America, 58; Asia, 92; and Africa, 50.

The total yield of wool is estimated at about 1,303,400 tons, equal to 8,341,880 Australian bales, Australia being credited with 363,557 tons, Asia with 121,940, North America with 150,890, South America with 222,790, Europe with 363,430 and Africa with 78,090 tons. The total number of sheep is calculated to have been 526,883,135 in 1895 and 451,606,830 in 1905, but it appears doubtful whether the increase since then is due entirely to natural causes or in a great measure to more comprehensive and careful statistics.

The inquiry was adjourned.

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THE LARGEST STEAMER AFOAT.

The *Imperator*, the largest steamer ever built, will be launched to-morrow at the shipbuilding yards of Messrs. Blohm & Voss, Ltd. She measures 276 metres in length, 30m. in width, and 19m. in height to the lower deck, her displacement being 50,000 tons; she is a four screw turbine boat and her engines will be of enormous power. Everything is being done to ensure perfect safety by means of a double bottom and a complicated system of watertight bulkheads. Two first officers will be appointed from amongst the most experienced on the books of the company, the Hamburg-America Line, one of which will be in special charge of the navigation and the safety appliances. The crew will be little short of 1,200—an unusually large number. Needless to say that she is fitted up in a most luxurious style and with all possible comfort for the passengers; a gymnasium is provided not only for the first-class passengers, but for the second as well.

THE LATE KING OF DENMARK.

The sudden death of the King of Denmark in the streets of Hamburg last week when taking a walk unaccompanied by any of his household has caused general consternation and called forth feelings of deep sympathy amongst all classes of the population. He was a frequent visitor in this city and seems to have been in the habit of walking out alone.

TERRORISM IN SHANGHAI.

ATTEMPTED BLACKMAIL OF A MANCHU.

Another case of illegal interference with refugees in Shanghai has been brought to light. Although members of the Republican party are said to be the instigators of the affair, in official quarters it is denied that the Republicans have taken any part in the matter. The following extraordinary story was gathered yesterday.

About four months ago a Manchu, holding office under the Government, made his way in disguise to Shanghai, where he took refuge. Shortly afterwards he was joined by a long retinue of servants, his wife and a number of other ladies. A large house was purchased immediately off the North Szechuen Road Extension, and here the Manchus, his family and retinue took up their residence. From the day that he arrived in the Settlement the ex-official has been a marked man and he has been subjected to all manner of annoyances.

A month or so ago certain individuals called at the house and peremptorily demanded a contribution to the funds of the revolutionaries. The Manchu politely but firmly declined to accede to the request, and the deputation withdrew only to call again and repeat the request. Again the demand was denied and the revolutionaries retired after making various threats. Five days ago the Manchus received an anonymous letter, which pointed out that unless the cause of the revolutionaries was not very materially supported he would be denounced as a Manchu spy and a plotter against the good Government of the Republic party. The communication also added that the Manchus had been guilty of arousing discontent in Shanghai. The letter was eventually handed over to the Police and Det. Sgt. Kiloh was instructed to investigate the matter.

The letter also suggested that failing compliance with the requests made, the Manchus would suffer in a certain way, and it was this that offered a clue. Whilst the officer laid a trap the Manchus stored away his valuables, which are said to be of a large amount. On Tuesday Det. Sgt. Kiloh, acting on certain information, arrested two well-educated Chinese and charged them with being concerned in writing the letter. On the same day, by a singular coincidence, one of the favourite women of the Manchus, the retinue disappeared, together with an amah and a private coachman. The woman apparently had laid her plans well, for she succeeded in taking with her valuables worth nearly £10,000, including rings, earrings, bracelets and other jewels of the finest workmanship and prized for their antiquity, also pearl and diamond ornaments. It has been stated that the lady decamped to Soochow.

The two natives charged with writing the letter have appeared before the Mixed Court, and whilst one has been committed to prison for a month with hard labour, the other was discharged with a warning as to what would happen in the event of a repetition of the offence.—*N. C. Daily News.*

DARING RESCUE AT NIAGARA.

SAVED BY A LIVING CHAIN OF MEN.

The New York newspapers publish full reports of the most daring rescue in the annals of United States history. A man named Henry Smith fell into the river above the falls, and though only a little distance from the bank, he was swept down towards the brink of the torrent, and his doom seemed inevitable.

But three men who were lower down the river bank, and had seen Smith's plight, rushed to the water. The first, throwing himself in, was held by the second man, and as the latter swam from the bank, he in turn was held by the third man, who gripped his feet firmly with both hands. A human chain was thus formed, and the man furthest out was just able to grip hold of Smith, who was being swept past in an unconscious condition.

Several persons on the bank who had been holding on to the feet of the last man then drew all four to the bank in safety. The spot where the rescue was effected was only a few yards from the brink of the falls.

WONDERFUL LONDON.

THE HUB OF THE NEWSPAPER WORLD.

Antiquaries who dabble in romance would lead one to believe that the fascination and wonder of Fleet-street ended with the days of Doctor Johnson and Oliver Goldsmith, and the innumerable literary fountains of reason and flows of soul which took place with the accompaniment of more material fare, and the puffing of churchwarden pipes, at the Cheshire Cheese and the Old Cock Taverns, in the eighteenth century.

I do not deny the romance of history, and Fleet-street contributes considerably more material to this romance than most famous streets even among the famous streets of London. But the important fact about Fleet-street, from the point of view of romance, is that her romance is not merely in the past; it is as alive to-day as ever it was.

True, the romance of to-day has not quite the same personal flavour that it had in the past, for modern conveniences of transit have made it possible for literary men to live far away from the throbbing of the machines which give their wars publicity. Were Dr. Samuel Johnson alive to-day, he would probably live in Kensington or Chelsea rather than Gough-square. But in spite of this segregation of the literary personality from the machinery of literary production, the essential romance of Fleet-street is greater to-day than ever it was.

The romance of to-day is full of the romance of transcendent power. No other street in the world, not even Threadneedle-street, or Wall-street, stands for quite so much as Fleet-street. It is true in a sense that money rules the world, and it may be more or less true that money rules Fleet-street; but in the last resort, Fleet-street is master of Wall-street and Threadneedle-street, and any other streets which are the gathering places of the Lords of Finance.

No one could imagine from a casual, uninformed walk down this, on the whole unprepossessing thoroughfare, from, say, the Temple to Ludgate Circus, that anything momentous was happening. To be sure, there are the significant names of the great newspapers on either hand, and there is a crush of traffic, both on foot and on wheels, but in any other important City street, and not nearly so feverish as the traffic of Cornhill or Cheapside.

It is just one of the familiar busy canyons of London, a conduit for an ever-moving throng, each unit absorbed in the importance of some immediate destiny. It could not be imagined that this street and its adjoining thoroughfares were actually a perpetual cinematograph of every recordable incident taking place throughout the whole of the world. It would be difficult to imagine the vast machinery that went to the completion of the printed idea or news paragraph or picture.

BEHIND THE WALLS.

The details of this machinery are vast and complex. Outsiders catch a hint of them from lorries laden with monstrous reels of paper, from processions of carts bearing the names of famous newspapers, from cyclists darting perilously among the wheeling traffic and scattering prints hot from the press to the wayside news-vendors. In side streets and dim alleys visitors may hear the rumbling of the presses, a rumbling as of distant thunder, making the very earth tremble, and symbolising in material vibration what will presently vibrate throughout civilisation in the form of ideas. And the passer-by can look above him and marvel at the network of electric wires which are the nerves of Fleet-street and realise further what this romance really is.

But even then he will have little conception of the energies behind these things. To realise them he will have to stangle up before his vision huge and cramply complex machines, linotype and monotype casting furnaces, and colossal rotary presses compact of endless wheels and cylinders in ceaseless and bewildering travail of the printed pages. He will have to think of hundreds of electrical instruments ticking off upon endless ribbons of paper the news of the world; of messengers running to and fro, of rooms full of sub-editors classifying, correcting, constructing what is to be the printed idea, of editors deciding, guiding, and initiating. And even then his conception of Fleet-street will only be a partial one, for he has taken no stock of the equally complex methods of distribution and of advertising. He understands little of the curious organisation of Fleet-street, and it is not easy for him to imagine that the production of his morning paper proceeds at fever heat behind the walls of Fleet-street when he and the City are resting after the normal day's work.

JOURNALISM'S LURE.

All the great London papers are printed and published in its vicinity, monthly, weekly, daily, and evening papers issue from its offices to be scattered broadcast, alone, but over the Empire and the world; and a walk down Fleet-street to-day with eyes scanning the signs on the tall buildings on either hand, and the multitudinous letterings on their many windows, is like glancing through the pages of a press directory. But it is not only the names of London papers that such a saunterer would read; he would read names of all the important papers of the Empire; for each town from Glasgow and Newcastle to Melbourne and Sydney, from Leeds and Liverpool to Calcutta and Montreal, has its newspaper represented in this world-centre of opinion, this hub of the journalistic universe.

Journalism is a great adventure, and Fleet Street is its happy hunting-ground. There is a charm, a lure about journalism which causes men to make sacrifices of personal comfort and pecuniary reward in its interest. It draws them on by some mysterious power

of fascination which rarely loses control, once it has got its grip on a man. Once Fleet Street is entered by the predestined journalist nothing will convince him that success does not await him round the next corner.

The romance of Fleet Street is strewn with the wreckage of these undaunted ones, who, even in their last bare hours dream of the Eldoradoes of to-morrow. Yes, the lure of Fleet-street, the call of the pen, is its eternal romance, and its most romantic figures are its unrecognized scribes.—HOLBROOK JACKSON, in the *Daily Mail*.

THE FOREIGN TRADE OF CHINA.

For the first quarter of the present year the revenue of the Chinese Maritime Customs amounted to Tls. 7,026,253, as compared with Tls. 7,677,076 in the corresponding quarter of last year. The following figures, comparing the revenue at the southern ports, may be of general interest:—

	1912.	1911.
Shanghai	2,301,190	2,555,281
Soochow	907	27,226
Hangchow	38,757	103,257
Ningpo	43,215	97,750
Wenchow	6,913	0,785
Santiao	2,838	2,819
Poochow	156,085	171,651
Amoy	250,903	194,352
Swatow	454,724	359,701
Canton	890,058	650,465
Kowloon: Railway	3,761	
Collection	117,623	90,711
Szechuen	64,653	79,363
Yuechow	97,077	134,705
Nanning	24,011	24,283
Kiangchow	27,359	31,387
Pakhoi	10,965	22,343

LEFT-HANDED LEAGUE.

PECULIARITY A SIGN OF GENIUS.

There is an organization in New York comprised exclusively of fat men, with a president and committee duly elected, and now there is a prospect of an organization limited to left-handed people, or "south paws," as they are often called in the United States.

By special request, left-handed persons attended a service in the Orange Methodist Church, New Jersey, and heard from the Rev. Dr. William Fry, the pastor, who himself is left-handed, that all "south paws" are geniuses. Dr. Fry (says the *Telegraph* correspondent) preached from the text:—

But when the children of Israel cried unto the Lord, the Lord raised them up a deliverer, Ehud, the son of Gera, a Benjaminite, a man left-handed.

"Most great geniuses, though not all," said the pastor, "are left-handed. There is a real reason for it. The reason people are right-handed is that the left lobe of the brain is more developed. There is a distinct advantage in having the right lobe of the brain more developed. If that side is more developed you are left-handed."

"Left-handed people are right-brained people, and out of the ordinary. They are apt to do interesting or unusual things. Do you know that, among the great baseball players, the smartest are left-handed? Those 'south paw' fellows are in the ratio of six to fifteen of the great players. I have conceived a plan for organizing left-handed folk into a fellowship. The sign of recognition is to shake with the left hand."

Dr. Fry says he has gathered data that will strengthen every assertion he has already made, as well as a lot of new cases. By general circularising he has got into touch with all the left-handed people in New Jersey, and it is hoped to have an annual parade each year, followed by a banquet.

NEW ZEALAND'S GIFT.

BATTLE CRUISER FOR HOME WATERS.

Following statement was issued from the Admiralty on the 20th ult:—

The Admiralty have recently been in communication with the Government of the Dominion of New Zealand upon the employment of the battle cruiser which is now building at the charge of the Dominion for presentation to the Royal Navy. It had been intended that this vessel should be stationed in the Far East, but the Government of New Zealand have, in response to Admiralty inquiries and suggestions, expressed their wish that the Admiralty should employ this vessel wherever her services can be most useful. His Majesty's Government have gratefully accepted this intimation. As the British squadron on the China Station has recently been reinforced by the *Defence*, the Admiralty have decided that the battle cruiser *New Zealand* can best at present be employed in home waters. She will accordingly, as soon as she is completed, visit the Dominion of New Zealand, probably in the early part of next year, after which she will join the First Cruiser Squadron in the First Fleet, which by arrival will complete to its full strength of five ships.

THE PORTUGUESE BUDGET.

SENATE COMMITTEE INVESTIGATION.

The Committee appointed by the Senate to examine the Budget recently presented to Parliament by the Minister of Finance for the financial year 1912-13 declare that some of the revenue projects are more than problematical and others absolutely impossible. The Committee calculate that there is a deficit of £1,468,000, which is nearly double that shown by the Minister of Finance, and expect this deficit to be further increased.

It seems that the Minister of Finance, to reduce the deficit as much as possible, cut down the general expenditure to an impossible extent.

INTIMATIONS

PIMPLES COVERED
FACE AND CHEST

Festery, Irritating and Sore. Inflammation Caused Unsightly Blisters. After Three Years Tried Cuticura Soap and Ointment and Was Cured.

"The parts most affected were my face and chest which were at times covered with festery pimples and were very irritating and sore. I have been to various doctors with them to try to get them cured during the last two or three years without success. They told me it arose from 'stomach trouble' and gave me medicine for it, but it did no good. The pimples on my face used to discharge for some time and were surrounded by a great deal of inflammation which caused very unsightly blisters."

"A friend of mine advised me to try the Cuticura Soap and Ointment for my trouble. I thought there would be no harm in sending for a sample of Cuticura Ointment and I am now very pleased I did so. I have only used three boxes of Cuticura Ointment and a like amount of Cuticura Soap and am very pleased to say I am cured. I shall certainly recommend the Cuticura Remedies to anyone I know that suffers from skin trouble." (Signed) C. E. Bailey, Oak Mead, Kimberley Rd., St. Albans, Herts., Eng., Aug. 10, 1911.

No stronger evidence that this could be given of the success and economy of the Cuticura Remedies in the treatment of all forms of eczema, rashes, itching and irritations of the skin and scalp. A single hot bath with Cuticura Soap and a gentle anointing with Cuticura Ointment are often sufficient to afford immediate relief in the most distressing cases. Sold throughout the world. A sample of each with 25p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse St., London; R. Towns & Co., Sydney; N. S. W.; T. J. L. Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter & Co., Corp., sole props., Boston, U. S. A.

87-5

Chs. J. Gaupp
& Co.,

ALEXANDRA BUILDING,

CHATER ROAD.

Always have on hand a very large complete stock of

SCIENTIFIC AND
SURVEYING INSTRUMENTS

(Transits, Levels, Plane Tables, Prismatic and Sight Compasses, Hand Levels, &c., &c.)

also

DRAWING INSTRUMENTS
AND MATERIAL

(T Squares, Set Squares, Straight Edges, Scales, Inks, &c., &c.)

AGENTS FOR—

W. F. STANLEY & Co., LTD.,

LONDON.

E. R. WATTS & SON, LTD.,

LONDON.

45

WE ELIMINATE
GUESSWORKBY USING
THE LATEST
AND MOST
SCIENTIFIC
APPLIANCES

in testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardize it by using incorrect lenses or ill-fitting frames. Wear competent professionally, and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

OLARK & Co.
SCIENTIFIC OPTICIANS
YORK BLDG., CHATER RD.
HONGKONG

75

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

EFFICIENT and RELIABLE ELECTRICAL and MECHANICAL ENGINEER is prepared to Test, Inspect and Report on all Classes of Machinery. Specializations prepared and Tenders obtained for Shipping. Complete Installations for all Classes of Work. Enquiries Solicited. Fees moderate. H. D. STANIER, F.R.S., A.M.I.Mech.E., Consulting Engineer, 105, Market Street, Manchester, England. [83]

"GLEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

FROM ANTWERP, HULL, LONDON AND SINGAPORE.

THE Steamship

"GLENROY," Captain H. W. L. Holman, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 24th inst., at 10 a.m. All Claims must be presented within FIVE DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by SHEWAN, TOMES & Co., Agents. Hongkong, 17th June, 1912. [830]

THE HONGKONG WEEKLY PRESS & CHINA TRADE REPORT

is now ready and contains:—
Far Eastern News.
Leading Articles:—
Hongkong's Appeal Court.
Class Legislation in Hongkong.
Land Taxation in China.
The Foreign Loan to China.
The Kowloon Station Site.
Running China on Voluntary Subscriptions.
The Population of Japan.
Labour Unrest.
Random Reflections.
Hongkong News.
The Magistracy.
A Harbour Collision.
Charge of Gambling.
Hongkong University Bazaar.
A Trade Marks Case.
Hongkong Legislative Council.
Chinese Finance.
Motor Car Traffic in Hongkong.
Motor Car and Vehicle Regulations.
Large Theft of Borneo Bank Notes.
China's Finances.
Sanitary Board.
A Summary Execution.
Death of Dr. R. H. Graves, of Canton.
The "Sushu Maru" Robbery.
Steamer Aground in the Harbour.
Hongkong Registration of Companies.
The Opium Traffic.
Death of a Famine Relief Worker.
The Situation at Canton.
The Plague.
German Defenses in the Far East.
Saigon Rice Market.
Foreign Insurance Companies in Japan.
The Nippon Yusen Kaisha.
Philippines as Distributing Centre.
Chinese Steamer Burned at Shanghai.
Alleged False Use of Trade Marks.
Loss of a Steamer off Mindanao.
M. Eugene Ossipoff's Concert.
China's National Council.
An Adventurous Voyage.
Hongkong-Built Collapsible Boats.
Company Reports:—
China and Manila Steamship Co., Ltd.
The Philippines Steamship Co.
Refusing to Sell.
Motor Car Traffic in Hongkong.
Correspondence.
Motor-Car and Vehicle Regulations.
Motor-Car Traffic on Jubilee Road.

Canton News.
Extraordinary Thunderstorm at Macao.
The Jubilee Road.
Bombay Silver Corner.
Local Sport.
Supreme Court.
Assault on a Tramway Inspector.
The Remarkable Position of Silver.
Commercial Shipping.

Extra copies 30 cents each. Cash. Copies can be posted from this Office to addresses sent; including postage, 34 cents each.
81 Cash for three copies.
Subscription: \$12 per annum, payable in advance; postage \$2.
Hongkong, 18th June, 1912.

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

ENTERTAINMENTS

VICTORIA THEATRE.

Two Performances:
7.15 P.M.—PICTURES ONLY—7.15 P.M.
9.15 P.M.—FULL PROGRAMME—9.15 P.M.

The Grand Film,
"THE WHITE SLAVE"

RETURN VISIT
of
The Eminent Sketch Artists,
GRAHAM AND DENT.

MATINEES—
SATURDAYS AT 4.30 P.M.
SUNDAYS AT 6 P.M.
Hongkong, 18th June, 1912. [58]

PUBLIC COMPANY

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-NINTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Buildings, 6, Connaught Road, Victoria, on SATURDAY, the 22nd June, 1912, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1911, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED ON WEDNESDAY, the 19th June, to SATURDAY, the 22nd June, 1912, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 11th June, 1912. [814]

INTIMATIONS

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of Exporters of and Dealers in Chinese Produce will be held in the Old Chamber of Commerce Room, City Hall, on WEDNESDAY, the 3rd JULY, 1912, at 3.30 P.M. precisely, for the purpose of

(1) Considering the suggestion that it is expedient to form an Association of Exporters and Dealers under the auspices of the Hongkong General Chamber of Commerce.

(2) If the suggestion is adopted, to elect a provisional Committee to frame for the approval of a General Meeting to be called hereafter the Rules and Regulations under which it is proposed such Association shall work.

The attendance of Chinese Merchants interested in Exporting is invited.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, 15th June, 1912. [824]

DOCTOR.

A fully qualified Surgeon, now in the Far East, offers his services free to any Steamship Company in exchange for passage home.

Apply to—
"DOCTOR,"
Care of "Daily Press" Office.
Hongkong, 14th June, 1912. [820]

NOTICE.

THE OWNERS, AGENTS and MASTER will not be Responsible for any Debts Contracted by any of the crew of S. V. "COMET" during her stay in port.

STANDARD OIL Co.
of NEW YORK.
Agents.
Hongkong, 15th June, 1912. [823]

TO LET

"A BERTHOLWYN," Peak Road, SIX-ROOMED HOUSE, from 1st July next.

SHOP with GODOWN attached, Nathan Road, Kowloon.

KOWLOON MARINE LOT No. 48, with WHARF.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.
Hongkong, 30th May, 1912. [826]

TO LET

OFFICE in Alexandra Buildings.

Apply to—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong 26th February 1912. [367]

TO LET

OFFICES in King's Building

LANFURLY, 11, Conduit Road. From 1st June.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
Hongkong, 1st June, 1912. [121]

INTERNATIONAL

LANE, CRAWFORD & Co.

TELEPHONE 97.

ICE CREAM FREEZERS

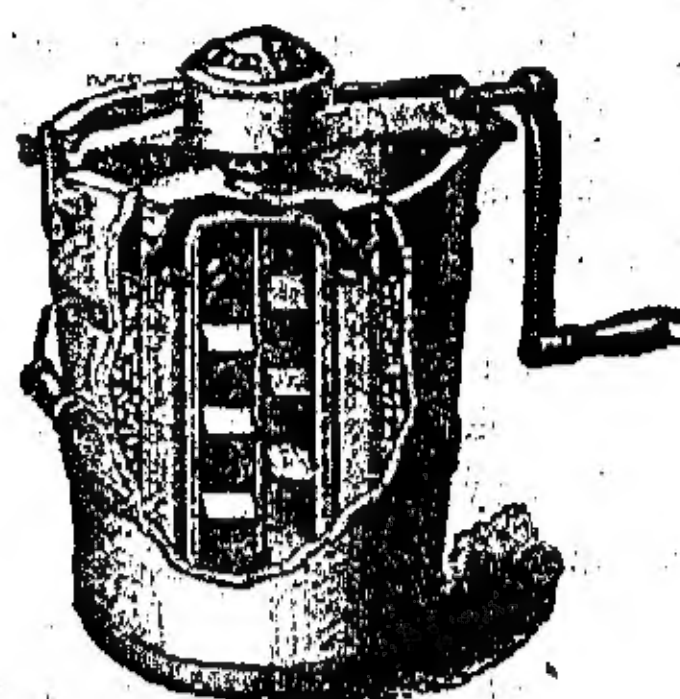
From \$3.50 each.

ICE

PAILS,

ICE

PICKS.



ICE

SHAVES,

ICE

BLANKETS.

TEAKWOOD ICE CHESTS

(ASBESTOS PACKED).

BERKEFELD FILTERS

From \$8.50 each.

GLASS TABLE FILTERS.

STONEWARE FILTERS

WITH ICE CHAMBER.

INSPECTION INVITED.

LANE, CRAWFORD & Co.

TO LET

TO LET.

NO. 12, BEACONSFIELD ARCADE

First Floor.

NO. 13, BEACONSFIELD ARCADE

First Floor.

1 LARGE GODOWN in No. 34, Duddell Street, 1st Floor.

1 SMALL GODOWN in Duddell Street (Godown D).

"BOGATE" Austria Road, Kowloon, from 1st April.

For Sale. "HARTING and BOGATE" on part of Kowloon Island Lot No. 1154.

For Sale, with or without Furniture.

"FOR CREST," No. 8, The PAKE, with Tennis Court. Commanding a magnificent view of the Harbour and adjacent Islands.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Building.
Hongkong, 8th June, 1912. [122]

TO BE LET.

SHOPS and OFFICES, IN ALEXANDRA BUILDINGS.

Apply to—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 22nd May, 1912. [123]

TO LET.

BEACONSFIELD. Will be converted into a First-Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office.

Apply to—
LINSTEAD & DAVIS,
Alexandra Buildings.
Hongkong, 20th March, 1912. [481]

HOUSE TO LET.

Furnished or Unfurnished.

NO. 37, FRENCH CONCESSION, 37, Shantung, Canton. From 1st July, 30th September, 1912.

Apply to—
G. DES GARETS D'ARS,
Care of JARDINE, MATHESON & Co., Ltd.
Hongkong, 31st May, 1912. [776]

TO LET.

GODOWN, No. 4, New Praya, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
Hongkong, 1st June, 1912. [122]

TO LET.

OFFICES on 3rd Floor, Hotel Mansions facing Harbour.

OFFICES on 1st Floor, Hotel Mansions.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 12th March, 1912. [388]

TO LET.

ON 2ND FLOOR, No. 2, PEDDER STREET, TWO-ROOMED OFFICE.

Apply to—
JARDINE, MATHESON & Co., Ltd.
Hongkong, 23rd May, 1912. [783]

BANKS

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Yen 10,000,000
Capital Subscribed (paid up) Yen 6,250,000
Reserve Fund Yen 2,520,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:

Amoy Swatow Tainan

Anping Kobe Tamsui

Canton Nagasaki Tokyo

Foochow Osaka Yokohama

Kobe Shanghai

HONGKONG OFFICE:
3, DES VOUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1911. [657]

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed at 34 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR,
Chief Manager.
Hongkong, 25th January, 1911. [12]

INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippines Islands and the Republic of Panama.

HEAD OFFICE: 60, Wall Street, New York

LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

Bombay Calcutta Canton

Cebu Colon Hongkong

Kobe Manila Mexico

Panama Peking San Francisco

Shanghai Yokohama

CAPITAL AND RESERVE \$5,000,000

about \$1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers.

GEORGE HOGG, Manager.
9, Queen's Road, Hongkong, 23rd March, 1912. [225]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL £1,200,000
RESERVE FUND £1,650,000
RESERVE LIABILITY OF PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 12th April, 1912. [133]

THE MERCHANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000
PAID UP £1,125,000
RESERVE FUND £52,000
RESERVE LIABILITIES £365,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES:

Bombay Calcutta Cebu

Hongkong Kanton Kobe

Madras Manila Peking

Rangoon Singapore Shanghai

Agents in Japan: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS

LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents.

Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager.

Hongkong, 29th March, 1912. [938]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NEDERLANDSCH-INDISCH COMMERCIAL BANK, ESTABLISHED 1863.)

Authorized Capital £1,500,000 (\$1,250,000), Paid up Capital £1,250,000 (\$1,041,621), Reserve Fund £1,352,157.01 (\$2,719,113).

HEAD OFFICE: AMSTERDAM.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily Balance and accepts Fixed Deposits at the following rates:

12 months 4 1/2 per annum.

6 do. 3 1/2 do.

3 do. 3 do.

E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Voux Road Central, Hongkong, 17th May, 1912. [22]

YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL.....Yen 48,000,000
PAID-UP CAPITAL.....Yen 30,000,000
RESERVE FUND.....Yen 17,500,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at

Amoy-Hankow Liac-Yang Ryojun

Calcutta Canton (Fort Arthur)

Bombay London San Francisco

Chungking Lyons Shanghai

Dairen (Dalny) Nagasaki Tientsin

Fengtien (Mukden) New York Tokyo

Hankow Honolulu Osaka

Kobe Peking

INTEREST ALLOWED ON CURRENT ACCOUNTS Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.

Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUND \$15,000,000
STERLING \$15,000,000 at 2/—\$15,000,000
SILVER \$15,750,000

RESERVE LIABILITY OF PROPRIETORS \$31,750,000

COURT OF DIRECTORS.

F. H. ARMSTRONG, Esq., Chairman.

Andrew Forbes, Esq., Deputy Chairman.

G. E. Gubbay, Esq., G. E. Gubbay, Esq.

G. E. Gubbay, Esq., G. E. Gubbay, Esq.

G. E. Gubbay, Esq., G. E. Gubbay, Esq.

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G. E. Gubbay, Esq., G. E. Gubbay, Esq.

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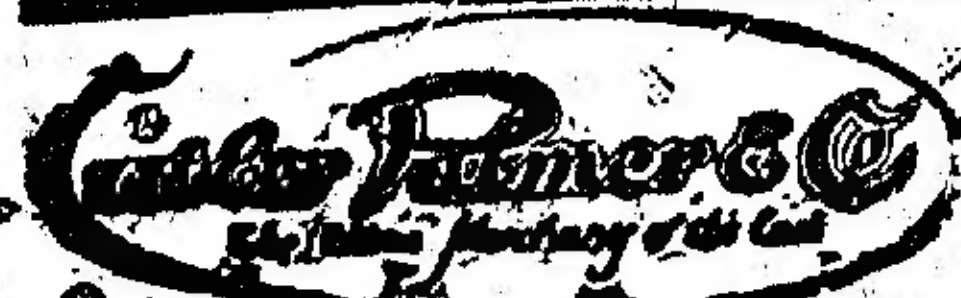
G. E. Gubbay, Esq., G. E. Gubbay, Esq.

G. E. Gubbay, Esq., G. E. Gubbay, Esq.

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NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.



MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA
COAL, MUTABE YOSHINO, TANI,
HOJO, KANADA, NAKAMURA, SAKO,
SHINNEW and KAMIMURA,
Colliers.

AGENTS FOR
KISHIDAKE and SAKITO Coals.
HEAD OFFICE: MARUNOUCHI,
TOKYO.

BRANCH OFFICES: NAGASAKI,
MOBI, KASATSU, WAKAMATSU,
KOBE, OSAKA, OTSU, SHANGHAI,
HONGKONG, HANKOW.

Cable addresses for above, "TWASAKI"
Codes, AI, ABC 5th Ed., Western Union

AGENTS:
YOKOHAMA: M. ARADA, Esq.
CHUNKIANG: Messrs. GRABING & Co.
MANILA: Messrs. MACDONALD & Co.
SINGAPORE: Messrs. BOWEN & Co., Ltd.

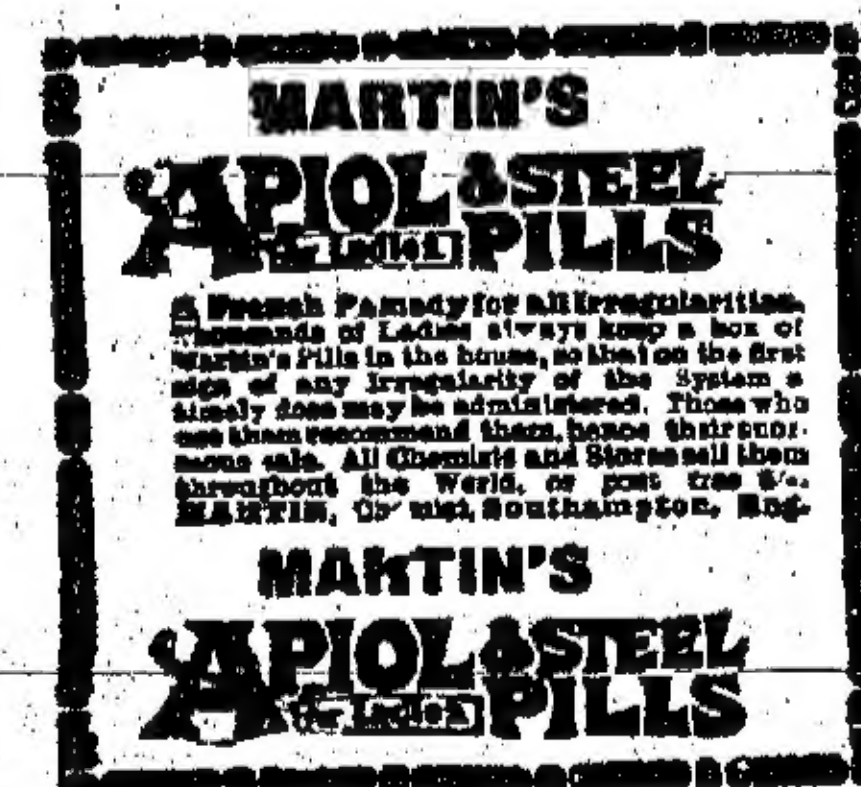
For Particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, Pedder Street, Hongkong;
Hongkong, 30th May, 1912. [616]

RIN-AL-DO

DETACHABLE SPIRIT
COOKER.
Made of Aluminium
with wind protection.
First Class Seller.

Patented and Registered.
Suitable for all sizes of pots.
Very handy—weight about 50 grammes.
General Agent for China wanted.
Manufacturer's address:

WALTER EICHELKRAUT,
Berlin-Zehlendorf, 12,
Germany.



GRIMAULT'S
SYRUP
OF
HYPOPHOSPHITE OF LIME
FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
CATARRH
CONSUMPTION

SCIENTIFIC MISCELLANY.

IMPROVED TELEGRAPHY.

The Johnson-Varley method of transmitting cable and wireless messages depends on the property of thin metallic strips or reeds of vibrating in unison when their note is the same, but of remaining quiet in the presence of other vibrations. Combining a number of these reeds, each with its own coil, and having a corresponding receiver at the other end, it is made possible to send each letter, figure or other character with a single impulse—instead of requiring several impulses, as in the Morse system. The transmission is by high-tension current of small quantity, and the usual charging of the cables with static electricity is avoided. A number of different instruments can be operated simultaneously over the same cable, as the impulses do not interfere with those of different tuning. The application of the principle to wireless telegraphy is said to make practicable an ingenious receiver to be used independently for three different sets of vibrations, or tunings, so that it may pick up (1) general messages of the telegraphic system, (2) semi-private messages intended only for a certain number of stations, and (3) secret messages, which are receivable only by the special instrument in tune with the transmitter.

A FOREST DWARFED BY SUMMER DROUGHT.

The chaparral or dwarf forest of southern California, is found by F. G. Plummer, of the Forest Service, to be confined to the coast region from Monterey to San Diego, extending from sea level to a height of 6,000 feet. It is composed of trees—not shrubs—dwarfed by the insufficient winter rainfall, and embraces about 40 species, including oaks and more inflammable and less desirable soft woods. It is important as a ground cover for the water-shed supplying water for irrigation and municipal use.

INJECTIONS FOR CANCER.

The cancer cure of Prof. von Wassermann, German bacteriologist, seems to be injections of eosin, tellurium and selenium. Some mice were entirely cured of cancerous ulcers in ten days, after four injections, but the experimenter cannot yet state that like amazing results can be expected in human patients.

STICKING TOGETHER OF FLAT SURFACES.

When two perfectly plane polished surfaces of steel are pressed together, they adhere more strongly than can be explained by atmospheric pressure, and 30 years or more ago Tyndall reached the conclusion that the phenomenon is due in part to molecular attraction. Some recent investigations of H. M. Budgett, reported to the London Royal Society, disprove this theory, showing that the adhesion results from the presence of a very thin liquid film. Some blocks of hardened steel were prepared, each weighing an ounce and a half and having surfaces of 0.7 square inch polished flat to within a millionth of an inch of accuracy, and these were used to test the adhesive properties of many liquids. The contact faces were carefully freed from moisture and grease with alcohol before being smeared with a very thin film of the liquid under test. On wringing together perfectly clean blocks, they fell apart under their own weight; but blocks held together by films required to separate them a force ranging from 17 pounds for Rangoon oil to 22 for lubricating oil, 29 for turpentine, and 35 for condensed water vapour. After washing the hands with soap, blocks rubbed on them showed adhesion as high as 90 pounds. There was no adhesion from volatile liquids, like alcohol and benzene, and very little from viscous liquids, such as glycerine and glucose. The microscope showed that the films, drawn out in thin lines, covered only a tenth or less of the metal faces. From varied experiments, it appeared that in the case of the paraffin film, for instance, the 27 pounds required to part the plates included about 1 pound due to atmospheric pressure, 1 to surface tension, and 25 pounds to the actual tensile strength of the liquid. The tensile strength of water seemed to be as high as 443 pounds per square inch.

CAUSE OF FLOOD FERTILITY.

A new theory of the great fertility of alluvial soil has been brought to the notice of the Royal Microscopical Society by Rev. Hilderic Friend. It is usually explained that the fresh soil brought by occasional floods keeps up the richness of the land, but now the real cause is affirmed to be the vast numbers present in the mud deposit of a tiny worm that buries its head and waves its tail above the surface. In some places an ounce of ooze has been found to contain a quarter of an ounce of these worms.

MAN-POWER OF A MODERN LINER.

To give the 70,000 horse-power of the Lusitania's engines, a Glasgow engineer finds that, working in 8 hour shifts, 2,520,000 men would be needed—more than there are in Scotland!

WM. POWELL, LTD.

TELEPHONE 346

TABLE

GLASS WARE

THIN

CLEAR

CRYSTAL

STOCK SUITES CAN ALWAYS BE MATCHED.

MODERATE PRICES.

Wm. Powell, Ltd.

JUNORA.

THE WINE OF HEALTH,

Is a marvellous nerve and brain revitalizer.

Junora is a light delicate wine to which has been added old fashioned appetising herbs, fruit extracts, and more important than all—Lecithin-ovo, the most potent form of nerve food known to science. This precious substance—Lecithin-ovo—quickly replaces the waste tissue in overworked nerves and brain.

Junora is the latest production of HUMPHREY TAYLOR & Co.

GARNER, QUELCH & Co.,

SOLE AGENTS.

TELEPHONE 636.

[636]

[128]

SOOT LOSS.

On a coal consumption of 132,000,000 tons in the United Kingdom, there is a loss in soot of at least 2,420,000 tons. This was the estimate given by Prof. J. B. Cohen and A. G. Ruston at a late meeting of chemists in Leeds, and is based on determinations showing a minimum loss in soot of 0.5 per cent. of the 100 million tons of coal used in factories, and a minimum of 0.6 per cent. on the 32,000,000 tons burned in domestic fires. Various experiments have shown an average deposit of soot over the whole of Leeds of at least 220 tons annually per square mile. There is a great concentration of soot where the air is most polluted, however, and glass plates exposed in the centre of Leeds became coated with about 24 times as much tarry soot as in a locality nine miles away. The black deposit covers vegetation with a kind of varnish, checking transpiration and assimilation, 80 per cent. of the stomata of the leaves of some conifers becoming completely choked with tar. The solid particles, moreover, diminish the sunlight, and in 1907 the height of Leeds had but 1,167 hours of bright sunlight as compared with 1,402 hours at Adel, four miles away—a loss of 17 per cent. The actual intensity of light was reduced fully 40 per cent., the effects upon vegetation being very marked. The foliage of trees was greatly lessened in vigour, and such products as lettuce were diminished fully 75 per cent. in gardens in the most polluted area.

AN ISLAND'S WIND.

The trade winds in Porto Rico are found by Dr. O. L. Fassig, of the United States Weather Bureau, to form a current not more than 10,000 feet deep—a conclusion based on movements of the clouds. Hourly observations for ten years have shown a prevailing direction of the wind from north-east to south-west during 77 per cent. of the year, or 281 days, and from the south during 14 per cent., or 51 days. The average hourly wind velocity for the year is 11 miles; the minimum (6 miles) occurring at sunrise, and the maximum (16 miles) at 2 p.m.

MAI ROADS IN ONE.

The experimental road near New Eitham, England, is divided into 23 sections, each 300 feet long. Different construction is used for each section, and the relative merits of the various types of road will be shown by identical traffic and conditions.

WAKING UP.

NEW BOARD OF TRADE COMMITTEE.

One satisfactory outcome of the *Titanic* disaster, says a London paper, is the appointment, announced by the President of the Board of Trade, of a technical committee to advise him, in the interests of safety of life at sea, with regard to the internal sub-division of vessels of all classes by watertight bulkheads and other means.

The reference to the committee is to advise:

(1) As to what, in their opinion, would constitute efficient sub-division with regard to each of the classes of vessels included in the rules for life-saving appliances made by the Board of Trade, under Section 427 of the Merchant Shipping Act, 1894, having due regard to the nature of the service in which they are respectively engaged.

(2) Whether, independently of the foregoing, the committee desire to make any recommendations with reference to the sub-division of vessels already built, or of new vessels, which would, in their opinion, contribute to the safety of life at sea.

The Committee is constituted as follows: Archibald Denny, LL.D., of Messrs. William Denny and Brothers, Dumbarton, naval architect (Chairman); James Bain, late superintendent engineer of the Cunard Line, engineer.

H. R. Champness, M.V.O., Assistant Director of Naval Construction, Admiralty.

G. B. Hunter, D.Sc., of Messrs. Swan, Hunter, and Wigham Richardson (Ltd.), Wallsend-on-Tyne, naval architect.

Summers Hunter, of the North-Eastern Marine Engineering Company (Ltd.), Wallsend-on-Tyne, engineer.

J. Foster King, Chief Surveyor of the British Corporation for the Survey and Registry of Shipping.

Andrew Laing, of the Wallsend Slipway and Engineering Company (Ltd.), Wallsend-on-Tyne, engineer.

W. J. Luke, of Messrs. John Brown and Company (Ltd.), Clydebank, naval architect.

S. J. P. Thearle, D.Sc., Chief Ship Surveyor of Lloyd's Register of British and Foreign Shipping.

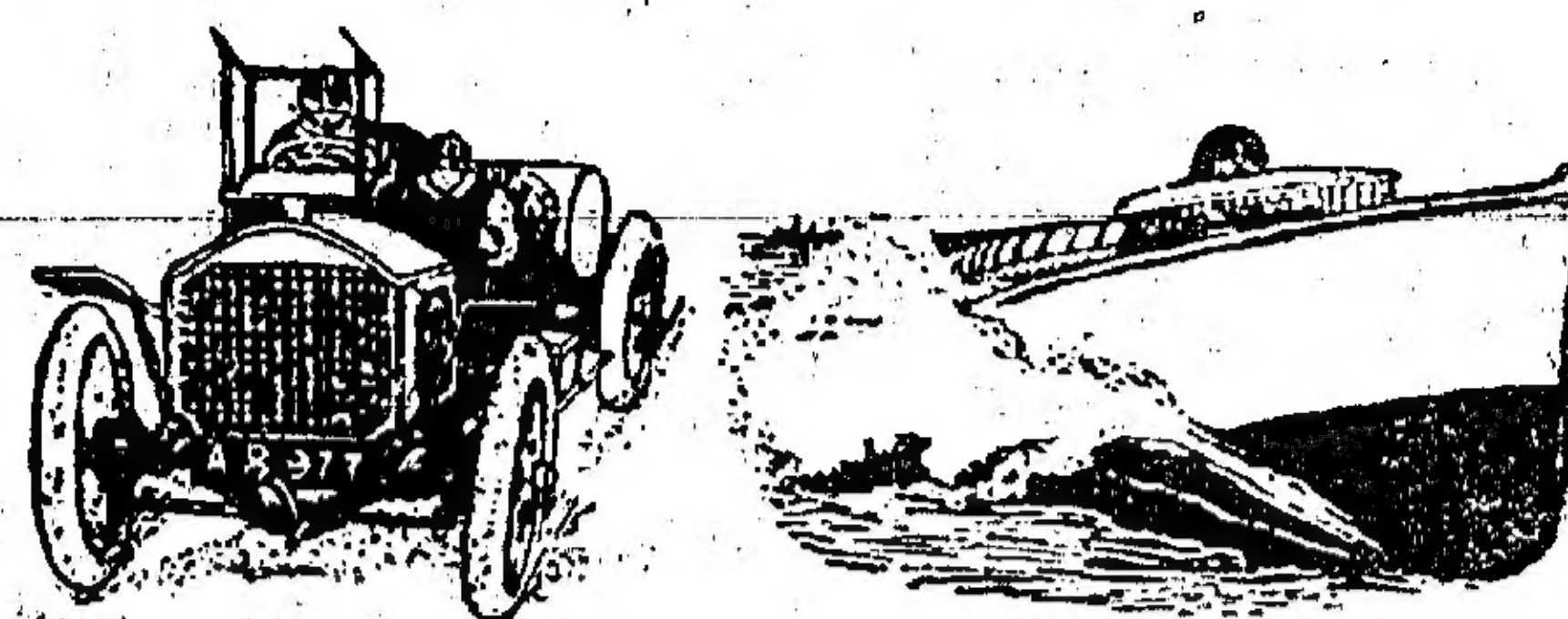
J. J. Welch, M.S., Professor of Naval Architecture, Newcastle-on-Tyne.

SURGERY WITHOUT BLOOD.

Included in the electro-therapeutic department of the Middlesex Hospital, London, is an instrument called the "cold cautery." It is a little brass knife or spoon with blunt edges, on the surfaces of which an intensely hot arc flame is produced by electricity. Used for the removal of certain forms of malignant growth this spoon or knife cuts its way through tissues and at the same time seals the cut ends of the veins and arteries, preventing all bleeding.



IN CIRCUMBIENT ETHER



ON ROAD OR OCEAN SWELL

YOU CAN BET YOUR BOTTOM DOLLAR



THE MOTOR SPIRIT

THE ASIATIC PETROLEUM CO. LTD.

TO CORPORATIONS, COMPANIES
AND WELL-ESTABLISHED
PRIVATE ENTERPRISES
REQUIRING CAPITAL.

THE INVESTMENT REGISTRY, LTD.
2, Waterloo Place, London, England
(established 1880—invested funds, £30,000,000)
is prepared to purchase for cash existing, or to be created, issues of Bonds or Debentures well secured on sound revenue-producing properties, both as to capital and income.

No speculative propositions entertained. Smallest transactions considered, £40,000; largest, £400,000. Only principals or their representatives corresponded with. Agents ignored. Booklet explaining how millions of pounds sterling have already been invested; advantages offered to borrowers and particulars required, will be sent only to principals or their representatives, on application in English, French, German or Spanish, to the—

Purchase Department, INVESTMENT REGISTRY, LTD., 2, Waterloo Place, London, S.W. 172

As a precaution against the constant risk of infection, remember that washing with

CALVERT'S
No. 5 Carbolic Soap

is a healthy habit, for either personal use or household purposes—and it is not expensive.

Local Dealers sell it. Makers—F. C. CALVERT & CO., Manchester, England.

"As Sound as a Bell"

is a phrase suggestive of all-round fitness. It denotes freedom from disease; robustness of constitution; muscular force; and mental energy and vigour. The "sound as a bell" condition is one most devoutly to be wished, and happily, it is not only possible but easy of attainment by most folk.

Thanks To

the strengthening and invigorating qualities of the World's famous medicine—BEECHAM'S PILLS. For three generations this remedy has been to ailing men and women a reliable means of re-establishing the health, and maintaining it to a superlative degree. There are thousands, to-day, who keep themselves "as sound as a bell" by taking

Beecham's Pills.

Sold everywhere in boxes, price 9d. (26 pills), 1/3 (56 pills) and 2/9 (169 pills).

WATSON'S
OLD BLENDED
GLENLIVET

WHISKY.

Guaranteed entirely distilled in Scotland and thoroughly matured by age, being shipped from our stocks of Old Whisky in the West Highland Bonded Warehouses, Greenock, Scotland.

A. S. WATSON & Co., Ltd.

ALEXANDRA BUILDINGS, 7538

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF
ABSORBING INTEREST,
By CHAS. J. HALCOMBE.
Formerly of the Imperial Chinese Customs
Service, Author of "The Mystic
Flower Land," etc.)

THE VOLUME which consists of 461
Pages, and includes a Sketch Plan of
historical interest showing the disposition
of the Forces at the battle of Kwaillin, is dedicated
to Sir ROBERT HART, G.C.M.G., and Dr. A.
TENNIS.

Its description of Chinese Social Customs
and Superstitions, combined with the insight it
gives into political conditions in China, makes
"CHILDREN OF FAR CATHAY" an excellent
volume for presentation to friends at Home.
Well bound in Yellow Cloth with Chinese
title in Gold.

PRICE
To be obtained from Messrs. KELLY &
WALSH, LTD., Messrs. BROWNE & CO., or from
the Printers and Publishers, the "HONGKONG
DAILY PRESS" Office

WEATHER REPORT.

On the 17th at 12.30 p.m.—The northern depression has deepened and now lies over S. Japan. A second depression appears to have formed to the S.E. of the Looeicos.

A depression still lies to the N.W. of Hainan.

Light or variable winds may be expected along the coast and moderate S. winds over the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.24 inches.

The forecast for the 24-hours ending at noon to-day is as follows:

DISTRICT FORECAST.
• Hongkong & Neighbourhood
Formosa Channel ... N.W. or variable winds, fresh.
South coast of China between Hongkong and Looeicos ... Light or variable winds.
South coast of China between Hongkong and Hainan ... Same as No. 1.
• S.W. winds, moderate; equally, fair to showery.

CHINA COAST METEOROLOGICAL REGISTER.

17th JUNE, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.	Weather.
Yi'shook	7 a.	—	—	—	—	—	—
Nomuro	6 a.	29.97	—	—	—	—	—
Hakodate	—	29.69	—	—	—	—	—
Tokio	—	29.61	—	—	—	—	—
Kobe	—	29.56	—	—	—	—	—
Nagasaki	—	29.44	—	—	—	—	—
Kagoshima	—	29.51	—	—	—	—	—
Oshima	—	29.51	—	—	—	—	—
Naha	—	29.51	—	—	—	—	—
Ishikawa	—	29.56	—	—	—	—	—
Bein Is.	—	29.71	—	—	—	—	—
Chofu	—	—	—	—	—	—	—
Wetshaiwei	6 a.	29.49	70	51	SW	1	b
Hankow	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Shanghai	—	29.53	61	100	SW	1	bm
Guzhou	—	29.49	69	—	—	—	—
Shanghai	—	29.44	77	—	—	—	—
Shanghai	—	29.44	77	—	—	—	—
Amoy	—	29.64	82	87	SW	3	c
Satow	—	29.62	81	—	—	—	—
Taihou	—	29.62	81	—	—	—	—
Taihou	—	29.62	81	—	—	—	—
Taihou	—	29.62	81	—	—	—	—
Pescadore	—	29.64	83	81	SW	4	c
Can'on	—	29.63	82	89	SW	4	c
Hongkong	—	29.63	82	89	SW	4	c
Yick Peak	—	29.63	82	89	SW	4	c
Yick Peak	—	29.63	82	89	SW	4	c
Macao	—	29.63	82	89	SW	4	c
Wuchow	—	29.63	82	89	SW	4	c
Hoihow	—	29.63	82	89	SW	4	c
Pakhoi	—	29.63	82	89	SW	4	c
Phu Lien	—	29.63	82	89	SW	4	c
Tourane	—	29.63	82	89	SW	4	c
C. St. James	—	29.63	82	89	SW	4	c
Apurri	—	29.63	82	89	SW	4	c
Manila	—	29.63	82	89	SW	4	c
Legaspi	—	29.63	82	89	SW	4	c
Manila	—	29.63	82	89	SW	4	c
Cebu	—	29.63	82	89	SW	4	c
Labuan	—	29.63	82	89	SW	4	c

F. F. CLAXTON, Director.

Hongkong Observatory, June 17th, 1912.

1. Barometer reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2. Temperature, in the shade, in degrees Fahrenheit.

3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. Direction of Wind, to two points.

5. Force of Wind, according to Beaufort Scale.

6. State of Sky, blue sky, a detached cloud, a drifting rain, fog, a gloomy, a hazy, lightning, a overcast, a passing shower, a squally rain, a snow, a thunder, a visibility, a wet (wet).

7. Rain in inches, tenths and hundredths.

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SHIPPING IN PORT.

STEAMERS.

ASAKI MARU, Japanese str., 1,748, Y. Nakano, 8th June—Mitsui 1st June, Coal. Mitsui Bussan Kaisha.

BAVERN, German str., 5,085, Bremer, 14th June—Shanghai 11th June, General.—Hamburg-Amerika Linie.

BESSIE DOLAN, British str., 2,797, F. Graham, 13th June—Manila 9th June, Timber and Copra.—Order.

CANADA MARU, Japanese str., 3,750, K. Hori, 10th June—Shanghai 12th June, General.—Osaka Shosen Kaisha.

CEYLON, Swedish str., 5,235, Nordfjell, 15th June—Mojit 11th June, General.—Order.

CHINKANG, British str., 1,220, Y. R. Ainsley, 14th June—Swatow 13th June, General.—Butterfield & Swire.

CLAN MACIVER, British str., 2,418, W. Wright, 11th June—Portland, Ore., 4th May, Flour.—Bank Line, Ltd.

COMET, British barque, 2,800, W. J. Davis, 14th June—New York 3rd Feb, Case Oil.—Standard Oil Co.

DEVAVONOS, German str., 1,087, E. Gathmann, 2nd June—Bangkok 24th May, Rice.—Butterfield & Swire.

EMPRESS OF INDIA, British str., 6,940, E. Beedham, R.N.R., 13th June—Vancouver, B.C., 22nd May, General.—Canadian Pacific Railway.

FOOCHOW, British str., 1,228, Cowin, 13th June—Newchwang 7th June, General.—Butterfield & Swire.

FUKUI MARU, Japanese str., 4,188, H. Tomimatsu, 15th June—Mojit 9th June, Coal.—Mitsui Bussan Kaisha.

HAIVANG, British str., 1,343, J. W. Evans, 10th June—Fochow 13th June, General.—Douglas, Laiprai & Co.

HANGHANG, British str., 1,350, S. Wilde, 10th May—Shanghai 12th June, General.—Jardine, Matheson & Co.

ITOLA, British str., 5,257, W. W. Tucker, 15th June—Yokohama 1st June, General.—Jardine, Matheson & Co.

KALIO MARU, Japanese str., 2,095, Y. Yamamoto, 15th June—Swatow 14th June, General.—Osaka Shosen Kaisha.

KANSAS, British str., 3,935, B. Linklater, 13th June—New York 28th April, General.—Shewan, Tomes & Co.

KIUKIANG, British str., 1,228, F. Robertson, 10th June—Chefoo 4th June, General.—Butterfield & Swire.

KOHSHICHANG, German str., 1,222, C. Rosinsky, 12th June—Bangkok 4th June, Rice.—Butterfield & Swire.

KOREA, American str., 11,278, A. W. Nelson, 10th June—San Francisco 10th May, Mails and General.—Pacific Mail S.S. Co.

KURICHOW, British str., 1,215, Barkus, 10th June—Swatow 10th June, General.—Butterfield & Swire.

LAISANG, British str., 2,225, E. J. Tadd, 12th June—Kobe 8th June, Coal and General.—Jardine, Matheson & Co.

LANDRAT SCHEIFF, German str., 1,012, O. Brugger, 16th June—Swatow 14th June, General.—Siemens & Co.

LOOSCH, German str., 1,080, G. Schultze, 14th June—Bangkok 8th June, General.—Butterfield & Swire.

MATILDES, German str., 891, A. P. Underup, 9th June—Haiphong and Hoihow 4th June, General.—Jensen & Co.

MUTTRA, British str., 2,985, H. Carey, 8th June—Rangoon 26th May, General.—Jardine, Matheson & Co.

MYRMIDON, British str., 2,681, Horwell, 13th June—Liverpool 5th May, General.—Butterfield & Swire.

PERIA, British str., 2,744, J. Hill, 2nd June—San Francisco 4th May, Mails and General.—Pacific Mail S.S. Co.

PHUMPERN, British str., 1,065, J. H. Scott, 15th June—Saigon 8th June, Rice and General.—Chinese.

PERSEUS, British str., 4,296, D. Robinson, 14th June—Fochow 13th June, General.—Butterfield & Swire.

PRISANULOK, German str., 1,297, D. Heimers, 14th June—Swatow 13th June, General.—Butterfield & Swire.

POONA, British str., 4,678, A. F. Vine, 16th June—London 4th May, Mails and General.—P. & O. S. N. Co.

PRINZ STERNMUND, German str., 3,230, D. Lenz, 14th June—Kuchinotsu 10th June, General.—Melchers & Co.

ROMANY, British str., 2,576, R. H. Allinson, 14th June—Tientsin 7th June, General.—Asiatic Petroleum & Co.

SABINE RICKERS, Dutch str., 673, Vries, 8th June—Fochow 3rd June, Bulk Oil.—Asiatic Petroleum Co.

SHINYO MARU, Japanese str., 7,288, H. S. Smith, 14th June—San Francisco 15th May, Mails and General.—Toyo Kisen Kaisha.

SIGNA, German str., 407, P. Christian, 16th June—Hoihow 15th June, Rice.—Jensen & Co.

SIKIANG, French str., 750, de Catalano, 10th June—Haiphong 14th June, General.—Messageries Maritimes.

TAMBA MARU, Japanese str., 3,802, S. Wada, 8th June—Seattle 7th May, General.—Nippon Yusen Kaisha.

TEAN, British str., 1,340, A. W. Outerbridge, 14th June—Manila 11th June, General.—Butterfield & Swire.

TIENSIN, British str., 1,216, Robertson, 12th June—Port Arthur 9th June, Coal.—Butterfield & Swire.

TINGANG, British str., 1,045, W. Hunney, 5th June—Sobattit 29th May, Coal.—Jardine, Matheson & Co.

TIPIKANG, Dutch str., 2,444, J. P. Scholten, 15th June—Mojit 8th June, General.—Java-China Japan Lijn.

TRUMPH, German str., 617, Langschweiger, 13th June—Hoihow 13th June, Salt and General.—Jensen & Co.

UNION, British str., 1,340, A. W. Outerbridge, 14th June—Manila 11th June, General.—Butterfield & Swire.

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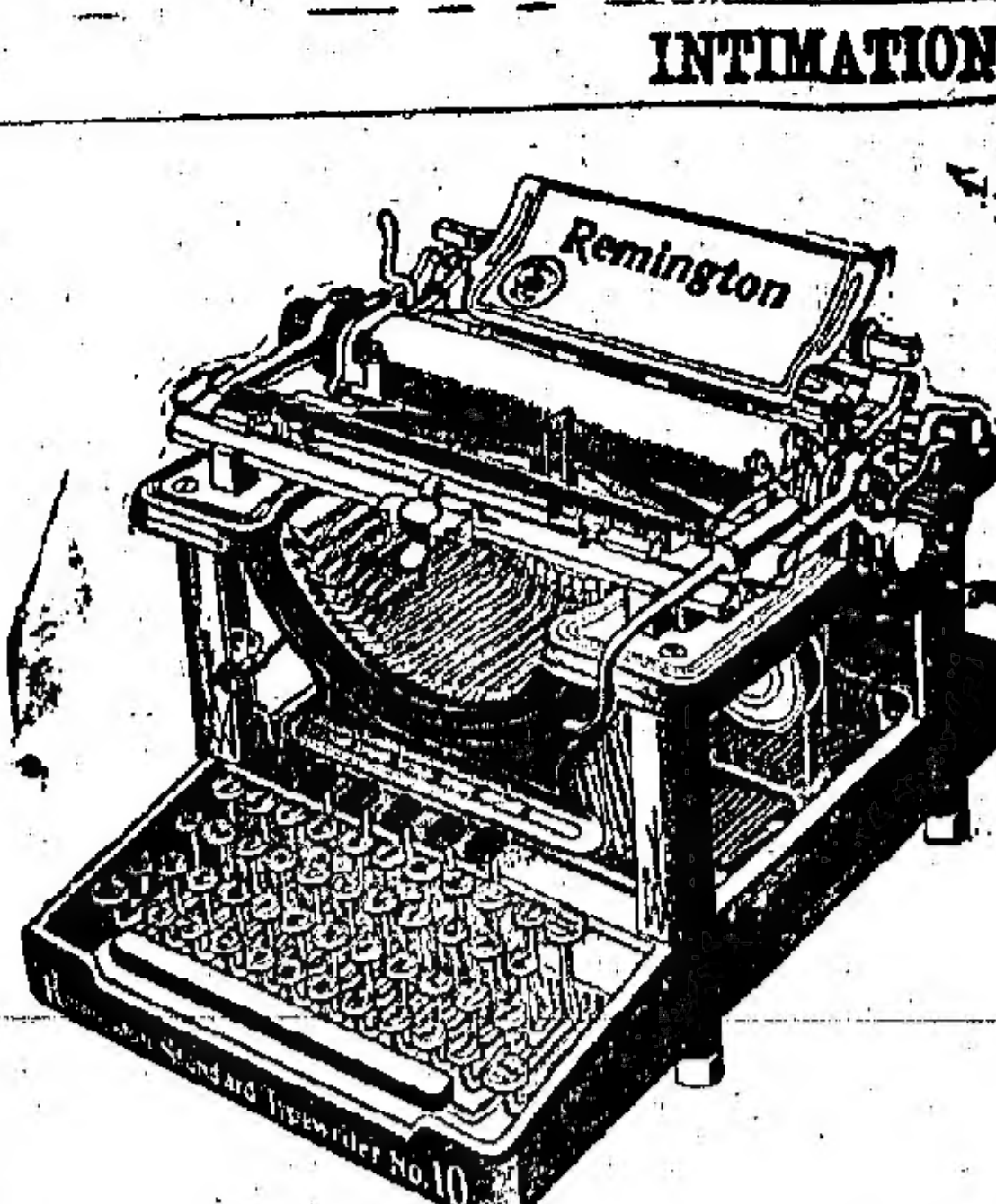
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To-day, as always, the bulk of the Typewriting of the World is done on REMINGTONS.

REMINGTON TYPEWRITER CO. (INCORPORATED).

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REGULAR SERVICE FROM HONGKONG TO
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SEATTLE &
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VIA
SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF
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For MANILA. For VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (Or.).

"HERCULES," 2nd July. "HERCULES," 2nd July.

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMOY and KEELUNG if sufficient
inducement offers.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
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For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
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ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAUTITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIE" ... 3,000 tons ... Second half of August.

And regularly thereafter.

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THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: FROM COLOMBO:
22nd June, S.S. "SALAMIS" 10th July.

The S.S. "SALAMIS" has splendid Saloon accommodation for passengers.

For Rates and Further Information, apply to—

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MANAGING AGENTS.

CONFERENCE-WEIR LINE.
REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular
Civil Service, on application.

STEAMERS.	Tons	Starting	1912
KOREA	18,000	TUESDAY	18th June, at 1 P.M.
SIBERIA	18,000	TUESDAY	2nd July, at 1 P.M.
CHINA	10,200	TUESDAY	9th July, at 1 P.M.
MANCHURIA	27,000	TUESDAY	16th July, at 1 P.M.
NILE	11,000	TUESDAY	30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY	6th Aug., at 1 P.M.
PERSIA	9,000	TUESDAY	27th Aug., at 1 P.M.
KOREA	18,000	TUESDAY	3rd Sept., at 1 P.M.

INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

32

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

TUESDAY, 18th JUNE, 1912.
8 a.m. "HONAM." 3 a.m. "KINSHAN."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

WEDNESDAY, 19th JUNE, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 23rd JUNE.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-HANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamer "LINTIAN" and "SANUL." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor), opposite the Blake Pier. [143]

SAN FRANCISCO TOYO KISEN KAISHA



TRANS-PACIFIC
WESTERN PACIFIC
DENVER AND RIO GRANDE
TRANS-CONTINENTAL
TOYO KISEN KAISHA.

new Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.
S.S. CHYU MARU ... 21,000 tons.
S.S. SHINYO MARU ... 21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily, tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE

The T.K.K. lines connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans; Union Duplex.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York, Transatlantic Steamers,
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,
77, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE
via SINGAPORE, PENANG, COLOMBO, ADEN, SUVA, PORT SAID.
S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, at 6 P.M.
TO SHANGHAI.

S.S. "KOERBEER," 9,900 tons, will leave as above on 5th July.
Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap
rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd Class. No surtax, no tips, no inside
Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "SILESIA," 13,950 tons, will leave for YOKOHAMA and KORE via SHANGHAI about
29th June.
S.S. "PERSIA," 12,500 tons, will leave for TRIESTE, Fiume and Venice, via SINGAPORE,
PENANG, COLOMBO, CALCUTTA, ADEN, SUVA, PORT SAID, on 2nd July.
These Steamers are fitted with comfortable one class accommodation for saloon
passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor,
Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,
Hongkong, 13th June, 1912. Princess Building. [155]

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILINGS
SHANGHAI, YOKOHAMA, "CANTON" ... 6,500 ... On 29th June.
ROBE and MOJI ...

For Freight and Further Particulars apply to Telephone No. 171.
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

40

RUSSIAN VOLUNTEER FLEET.

THE Steamers of the RUSSIAN VOLUNTEER FLEET will call at Hongkong twice a
month regularly.
First-class steamers manned by European crews only.

Low passage rates.
Light and airy cabins. Electric lights and fans throughout. Cold and warm, sea and
fresh water baths. First-class cuisine. Medical attendance and medicaments free on board.

NEXT PROJECTED SAILINGS FROM HONGKONG:
OUTWARD BOUND. HOMEWARD BOUND.

VIA	VIA
NAGASAKI, VLADIVOSTOK.	SINGAPORE, PENANG, COLOMBO, JERU, HODEIDA, JEDA, PORT SAID, BAHIG, CONSTANTINOPLE, ALEXANDRIA, SUEZ, ADEN.
The S.S. "PERM," 4,149 R.T., Com- mander J. Kahan, will call at Hongkong about 26th of June.	The S.S. "KOURSK," 6,400 R.T., Com- mander G. Podolski, will call at Hongkong at the end of June.

N.B.—The exact day of calling both steamers at Hongkong will be published after receiving
the telegrams about their leaving last port.

The R.V.F. also runs a special Express Passenger and Mail line between Vladivostok-
Tientsin and Vladivostok-Nagasaki-Shanghai in connection with the Trans-Siberian Express
Trains. Also a line between Vladivostok and Kamchatka and Saghalien ports.

For Freight, passages and further particulars, apply to
CAPTAIN D. A. LUKHMANOFF, AGENT,
OFFICE TELEPHONE No. 1224. HOTEL MANSIONS, Nos. 12/14 and 14, Third Floor.
RESIDENCE TELEPHONE No. K 60. [717]



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Hollo and Cebu	On 20th June, 4 P.M.
RUBI	4000	S. A. Crosby	Manila, Mangarin, Hollo and Cebu	On 29th June, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers,
HONGKONG, 12th June, 1912. PHILIPPINES S.S. Co. [113]

RUBBER SHARES.

SINGAPORE QUOTATIONS.

Singapore, May 30th, 1912.

(MESSRS L'YALL AND EVATT'S LIST.)

Nom. Value	Buyers	Sellers
2a Allagar	2410 1/2	2410 1/2
2a Options	145	145
2a Anglo-Java	6810 1/2	747 1/2
1 Anglo-Johore	683	98
2a Anglo-Malay	1446	1547 1/2
2a Anglo-Sumatra	7266	808 c.d.
1 Ayer Kuning	1766	208
1 Banteng	4 1/2	4266 c.d.
2a Batawa Malaka	24	245
2a Batu Caves	2463	2608
1 Batu Tiga	7163	808 c.d.
1 Besout Borneo	208	2143
1 Bukit Kelang	556	5766 c.d.
1 Bukit Lintang	858	98
2a Bukit Marjoram	24	245
2a Bukit Rajah	2408	2526
2a Bukit Selangor	149 pd.	10 1/2 dis. 46 dis
2a Bukit Sembawang	167 1/2	162 1/2
2a Carey United 12-6pd.	18	369 pm.
1 Casuarina	1108	1208 c.d.
2a Cherong	38	384 1/2
2a Chimpul	180	184
2a Chinta	28	284
2a Cincin	308	339
2a Cincin	308	339
2a Consolidated Malay	14	158 c.d.
2a Damansara	9766	1058
1 Denistown	276	3110 1/2
2a Edinburgh	88	1053
2a Edinburg Selangor	1808	1926
2a Galang Besar	48	58
2a Gelandau	726	756 c.d.
1 Gelandau	743	7410 1/2
1 Hapend	175	1908
2a Heawood	483	58
2a Highlands & Lowlands	688	726
1 Inch Keanath	1458	1608
2a Jasin	184	186
2a Johore L. Lands 108-pd.	28	58 pm
1 Jura	186	186
2a Kampong Kwantang	91	118
2a Kampong	469	54
2a Kapar	1458	1556 c.d.
1 Kepingalla	148	149
1 Keping	1258	1376
2a Kombok f.p.d.	2810	356
2a Kota Tinggi	243	288
2a Kuala Lumpur	1276	1358
2a Labu (P.M.S.)	6408	6408
2a Landron	626	696 c.d.
1 Lebury f.p.d.	558	616 c.d.
1 Lebury	318	368 pm c.d.
2a Lingit	3263	3596 c.d.
2a London Asiatic	1033	1040
2a Lumit	2869	399
1 Malacca 7 1/2 Pref.	2786	290 c.d.
1 Malacca	2858	2926 c.d.
1 Malayan	3088	338 c.d.
2a Merliman	317 1/2	340
2a Options	326	328
2a Mount Austin	2643	308
1 Nordanal Vendors	78	88 pm.
2a Nordanal	878	876 c.d.
2a Padang Jawa	286	288
2a Patah	336	363
1 Pegoh Suts	388	406
1 Pegoh Vendors	376	406
2a Perak	69	74 1/2
2a Permas	226	258
2a Port Dickson Lukut f.p.	164	186
2a Port Dickson Lukut 89 pd.	83 dis.	813 pm.
2a Rembia Pref.	289	326
1 Rembia Ord f.p.	148	158
2a R. Est of Johore 158 pd.	308	408
2a R. Est of Krian	289	326
2a R. Est of Tanjong 108 pd.	2008	2158 c.d.
1 Sagor	248	276
1 Sapong	1008	1108
1 Seaford	378	399
2a Selangor	376	436
2a Seremban	488	526 c.d.
1 Sheldor	426	488 c.d.
1 Siliang	518	558
2a Singapore Para	34	374
2a Singapore United	1410	1411
2a Straits S. Portam	467	469
2a Sumatra Para	88	89
2a Sumatra Para	339	373
2a Sungai Choh	608	676 c.d.
2a Sungai Kipar	1083	1181 c.d.
2a Sungai Krian Pref.	289	308 c.d.
1 Sungai Krian	1108	1208 c.d.
1 Sungai Way	1108	1208 c.d.
1 Tanjong Malim 126 pd.	65 dis.	163 pm.
1 Tangkah Pref.	368	368
1 Telan	678	726 c.d.
1 Tremalye	1008	1076 c.d.

LATEST STEAMER MOVEMENTS.

The A.L. str. Africa left Shanghai for
this port on the 16th June, and will
arrive here on the 18th June, at daylight.
The "Shire Line" str. Pembrokehire
left Singapore for Hongkong on the 16th
June, and may be expected here on or
about 22nd June.

The C.P.R. str. Empress of Japan left
Vancouver, B.C., for Hongkong (via
usual ports of call) on the 13th June,
p.m.

The Seang Line str. Seangchoun left
Rangoon on the 13th June, for Hongkong
via Penang and Singapore, and is ex-
pected to arrive here on the 28th June.
Hopsang, from Singapore, is due in
Hongkong 19th June.

Pembrokehire, from London, is due in
Hongkong 22nd June.
Indrao, from New York, is due in
Hongkong 7th July.

PASSED THE CANAL.

May 14th—Glenroy, Sambia. 17th
Alchoua, Austria, Idomenus, Poly-
naxen, Silesia, Sumatra, Den of Glamis,
Katonos, 2188—Benlaxen, Ceylon,
Myrmidon, Polynesian, Indiana, Poona,
Kansas, Tuxedale. May 21st—Achilles,
Aetna Maru, Kleit, Kamo Maru,
Konang St. Moyne, Oceanic, Proteus-
laus, Rheus, 2188—Canton, Montros,
Pembrokehire, 2188—Machon, Namur,
Patroclus, Ville de la Ciotat, 4th
Ambria, Ningchow, Silesia, York and
Furst Bulow. 7th—Aki Maru, Hitachi
Maru, Pera, Polynesian, Sachsen, Teucer,
Atreus, O. J. D. Ahlers. 11th—Atholl,
Glenroyan, Indrao. 14th—Bohemia,
Sikiang, Palawan, Ping Suet, Yarra.

ARRIVALS AT HOME.

June 14th—Hitachi Maru, Prinz Lud-
wig.

"WICH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles contributed
to the "HONGKONG DAILY PRESS"
Sportsman, reproduced in book form.

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910

SHIPPING

ARRIVALS.
 CHONGHANG, British str., 1,012, J. Bruhn, 17th June—Saigon 13th June, Rice, Butterfield & Swire.
 CHOWTAT, German str., 1,115, W. Reher, 17th June—Manila 14th June, Nil—Butterfield & Swire.
 CHUNSHANG, British str., 1,418, Matlock, 15th June—Hongkong 13th June, Coal—Jardine, Matheson & Co.
 GLENROV, British str., 1,142, A. W. L. Holman, 17th June—Singapore 11th June, General—Shewan, Tomes & Co.
 IYO MARU, Japanese str., 3,918, R. Takada, 17th June—Shanghai 12th June, General—Nippon Yusen Kaisha.
 NERA, French str., 3,429, E. Casanova, 17th June—Yokohama 8th June, General—Messageries Maritimes.
 DAINICHI MARU, Japanese str., 1,952, T. Nakamura, 16th June—Moji 10th June, Coal—Mitsui Bishi Goshi Kaisha.
 BRESZLA, British str., 4,230, Paddle, 17th June—Singapore 11th June, General—Butterfield & Swire.
 XERAN MARU, Japanese str., 2,320, S. Horie, 17th June—Moji 11th June, Coal—Mitsui Bussan Kaisha.
 ZAFIRO, American str., 2,204, M. C. Smith, 17th June—Manila 14th June, Hemp—Shewan, Tomes & Co.
 YERINO MARU, Japanese str., 3,450, Y. Yamaguchi, 16th June—Moji 10th June, Coal—Osaka Shosen Kaisha.

PASSENGERS.

ARRIVED.
 Per *Nera*, for Hongkong, from Shanghai, Mr. and Mrs. Graham and Mr. S. H. Meira.
 Per *Iyo Maru*, for Hongkong, from Shanghai, Miss J. James, Mr. T. Seko, Major H. W. Schull, Mr. A. Arcelli, Mr. N. Lardun, Mrs. J. Lardun, Mrs. G. Abraham, Miss R. Abraham, Col. and Mrs. H. C. Seluma and Mr. B. Uchiyama.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P.M. str. *Siberia* from San Francisco, and is due to arrive at Hongkong on the 20th June, between 8 and 10 a.m.
 The P.M. str. *Manchuria* left San Francisco on the 6th June, for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 17th July.
THE AUSTRALIAN MAIL.
 The I.G.M. str. *Prinz Waldemar* left Sydney on the 1st June, at 11 a.m., and may be expected here on or about 24th June.
 The E. & A. str. *St. Albans* left Sydney on the 8th June, for this port (via Queensland Ports, Timor and Manila), and is due here 30th June.
THE ENGLISH MAIL.
 The P. & O. str. *Assaye* left Singapore for this port on the 16th June, at 5.30 a.m., with the outward English mails, and is due here on the 20th June, at about 5 p.m.

THE GERMAN MAIL.
 The I.G.M. str. *York*, carrying the German mails with dates from Berlin of the 29th May, left Colombo on the 16th June, a.m., and may be expected here on or about the 26th June.

MERCHANT STEAMERS.
 The N.Y.K. str. *Tosa Maru* (Bombay Line) left Bombay for this port on the 31st May, and is expected here on the 18th June.
 The Danish str. *Siam* left Singapore on the 12th June, and may be expected here on or about the 18th June.
 The N.Y.K. str. *Kamo Maru* (European Line) left Singapore for this port on the 13th June, and is expected here on the 18th June.
 The N.Y.K. str. *Tosa Maru* (Bombay Line) left Singapore for this port on the 13th June, and is expected here on the 18th June.
 The N.Y.K. str. *Sauki Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 14th June, and is expected here on the 23rd June.
 The T.K.K. str. *Kiyo Maru* sailed from Manzanillo on the 9th June, for Hongkong, and is expected to arrive here on the 25th July.

The Swedish East Asiatic str. *Canton* left Suez on the 30th May, and is expected here on or about the 20th June.
 The str. *Indra* passed the Suez Canal on the 10th May, for Hongkong direct.
 The str. *Glenloch* passed the Suez Canal on the 11th June for Hongkong via Straits.

The str. *Benlawers*, from Leith, Middlesbrough, and London, left Singapore on the 13th June for Hongkong.
 The "Mogul Line" str. *Atholl* left the United Kingdom on the 26th May, for Hongkong via the Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.

INDRA LINE, LTD.

Carmarthenshire, from London, is due in Hongkong 20th July.

BRITISH INDIA STEAM NAVIGATION CO., LTD.

Itinda, from Rangoon, is due in Hongkong 20th June.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPOSTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS, with which is incorporated THE CHINA OVERLAND TRADE REPORT Subscription, paid in advance, \$12 per annum. Postage \$2 1/4 any part of the World.

VESSELS ADVERTISED AS LOADING.

To ascertain the nearest anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." and those vessels berthed at the Kowloon Wharf "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.			
1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	CAPTAIN.
LONDON & ANTWERP via Singapore, &c.	SYRIA	Brit. str.	R. A. Peters
LONDON, via Usual Ports of Call.	ARGADIA	Brit. str.	S. Barham
LONDON, ROTTERDAM & ANTWERP	GLENESH	Brit. str.	E. E. Williams
LONDON & ANTWERP	DENBIGHSHIRE	Brit. str.	Eckhorn
ROTTERDAM, HAMBURG & ANTWERP, &c.	BADENIA	Ger. str.	Deimant
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRASILIA	Ger. str.	Habel
HAYRE, BREMEN & HAMBURG, &c.	ALBIA	Ger. str.	R. Takada
MARSEILLE, HAYRE & HAMBURG, &c.	IYO MARU	Jap. str.	Metzenthin
MARSEILLE, HAYRE & HAMBURG, &c.	SEGOVIA	Ger. str.	Luschoke
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	TAMBA MARU	Jap. str.	S. Wada
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	YACOMA MARU	Jap. str.	
NAPLES, GENOA, ALGERIA, GIBRALTAR & JAPAN	DERFFLINGER	Ger. str.	F. Prosch
TRIESTE, via Singapore, Penang, Colombo, &c.	AFRICA	Aus. str.	
TRIESTE, via Singapore, Penang, Colombo, &c.	MIDDLEHAM CASTLE	Brit. str.	
NEW YORK	INDRAMAYO	Brit. str.	
NEW YORK & NEW YORK via PORTS & SUEZ CANAL	EMPEROR OF INDIA	Brit. str.	
VANCOUVER via SHANGHAI, JAPAN, &c.	HERCULES	Brit. str.	
VANCOUVER B.C., SEATTLE & PORTLAND, &c.	MONTAGLE	Brit. str.	
VANCOUVER via SHANGHAI, JAPAN, &c.	KOREA	Aus. str.	
SAN FRANCISCO via KEELUNG & JAPAN, &c.	SHINTO MARU	Jap. str.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHINA	Aus. str.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	EMPIRE	Brit. str.	
AUSTRALIAN PORTS via MANILA	CHANGHUA	Brit. str.	
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	
MEXICAN, PERUVIAN & CHILEAN via JAPAN	KINO MARU	Brit. str.	
YOKOHAMA & KOBE	SILBIA	Aus. str.	
KOBE & YOKOHAMA	KATO MARU	Jap. str.	
KOBE & YOKOHAMA	HOPKINS	Brit. str.	
KOBE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	
MOJI (DIRECT)	YERINO MARU	Jap. str.	
JAPAN	YIMANORU	Brit. str.	
TIENSIN	CHONGHONG	Brit. str.	
WEIHAWEI & TIENSIN	KUMANO MARU	Brit. str.	
NINGPO, CHEFOO & NEWCHANG	KITUKANG	Brit. str.	
SHANGHAI MOJI & KOBE	TOSA MARU	Jap. str.	
SHANGHAI	CHINIVA	Brit. str.	
SHANGHAI	HANGSANG	Brit. str.	
SHANGHAI	ASSATY	Brit. str.	
SHANGHAI	ANNUY	Brit. str.	
SHANGHAI	PEMBROKESHIRE	Brit. str.	
SHANGHAI, KOBE & YOKOHAMA	YORCK	Swed. str.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	CANTON	Ger. str.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	SILBIA	Brit. str.	
SHANGHAI, KOBE & YOKOHAMA	DENBIGHSHIRE	Brit. str.	
SHANGHAI, KOBE & YOKOHAMA	PEBA	Brit. str.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	KOREE	Aus. str.	
SHANGHAI	TOTOMI MARU	Jap. str.	
SHANGHAI & KOBE	TULANAP	Brit. str.	
POOCHOW via SWATOW & AMOY	KAIJO MARU	Jap. str.	
ANPING via SWATOW & AMOY	SOSHU MARU	Jap. str.	
TAMSUI via SWATOW & AMOY	DALIN MARU	Jap. str.	
AMOY & POOCHOW	HAIRUNG	Brit. str.	
SWATOW, AMOY & POOCHOW	HAICHUNG	Brit. str.	
SWATOW, AMOY & POOCHOW	HAICHUNG	Brit. str.	
MANILA, CEBU & ILOILO	TRAB	Brit. str.	
MANILA, MANGARIN, ILOILO & CEBU	ZAFIRO	Aus. str.	
MANILA	LOONGSANG	Brit. str.	
MANILA, CEBU & ILOILO	KAIKONG	Brit. str.	
MANILA, MANGARIN, ILOILO & CEBU	KUENSANG	Aus. str.	
BATAVIA, CHERITON, SAMARANG, &c.	BOB	Brit. str.	
BOMBAY via SINGAPORE & COLOMBO	TITABOUM	Jap. str.	
SINGAPORE, PENANG & CALCUTTA	COLOMBO MARU	Jap. str.	
SINGAPORE, PENANG & CALCUTTA	LAISANG	Jap. str.	
SINGAPORE, PENANG & CALCUTTA	IOLA	Brit. str.	
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	
SINGAPORE, PENANG & CALCUTTA	JINSEN MARU	Jap. str.	
SINGAPORE, PENANG & CALCUTTA	SINGKIAN	Brit. str.	
HOIHOW & HAIPHONG	SI-KIANG	Frech. str.	

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE
SHANGHAI, KOBE & YOKOHAMA	"PEMBROKESHIRE"	About 24th June.
LONDON & ANTWERP	"DENBIGHSHIRE"	About 30th June.
LONDON & ANTWERP	"MONMOUTHSHIRE"	About 15th July.
SHANGHAI, KOBE & YOKOHAMA	"CARMARTHENSIRE"	About 21st July.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
 AGENTS.

Hongkong, 15th June, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	STEAMERS	DATE OF DEPARTURE
*SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Wednesday, 19th June, Noon.
*SHANGHAI	"HANGSANG"	Friday, 21st June, D'light.
*MANILA	"YUONGSANG"	Saturday, 22nd June, 2 P.M.
*KOBE & MOJI	"HOPEANG"	Saturday, 22nd June, Noon.
*TIENSIN	"CHONGHONG"	Monday, 24th June, 4 P.M.
*MANILA	"YUENSANG"	Saturday, 29th June, 2 P.M.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMANG," and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtao, Weihaiwei, Chefoo (Gintian) and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
 GENERAL MANAGERS.

Hongkong, 18th June, 1912.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
 KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "ITINDA," 5,251 tons, Captain J. Kennedy, will be despatched for YOKOHAMA and KOBE on 24th June, at Daylight, to be followed on 5th July, by S.S. "FULTALA," 4,154 tons, Captain H. Childley, taking Cargo and Passengers at Current Rates.

WESTWARD.

The S.S. "ITOLA," will leave HONGKONG for SINGAPORE, PORT SWETTENHAM, PENANG and RANGOON on 20th June, at Noon, followed by the S.S. "MUTTRA," taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
 AGENTS.

Telephone No. 215.
 Hongkong, 18th June, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER

AND

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.

SUBJECT TO ALTERATION.

FOR VANCOUVER.	1912	FOR LIVERPOOL.	1912
"EMPEROR OF INDIA" Sat., 22nd June	"ALLAN LINE" Fri., 19th July		
"EMPEROR OF JAPAN" Sat., 13th July	"EMPEROR OF IRELAND" Fri., 9th Aug.		
"MONTAGLE" Sat., 3rd Aug.	"ALLAN LINE" Fri., 30th Aug.		
"EMPEROR OF INDIA" Sat., 24th Aug.	"EMPEROR OF BRITAIN" Fri., 20th Sept.		

Steamships leave HONGKONG at 6 P.M.

The direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10

Intermediate Steamship "Monteagle" £43 " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE" or its Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Government. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner Pedder Street and Praya opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL

LINES.

FOR STEAMERS TONS TO SAIL.

NAPLES, GENOA, ALGERIES, "DERFFLINGER," 17,000 Wednesday, 26th

GIBRALTAR, SOUTHAMPTON, "Capt. F. Prosch," June, at Noon.

ANTWERP and HAMBURG "Calling at Lisbon."

SHANGHAI, TSINGTAU, KOBE "YORCK," 17,000 About Wed'day,

and YOKOHAMA "Capt. H. Rehm," 26th June.

KOBE and YOKOHAMA "PRINZ WALDEMAR," 6,000 About Tuesday,

"Capt. H. Bremer," 25th June.

All the Steamers of the European Line are fitted with Wireless Telegraphic.

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOHRS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 14th June, 1912.

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"CATHERINE APCAR,"

Captain E. W. Hamlyn, will be despatched for the above Ports on THURSDAY, the 20th inst., at 1 P.M.

For Freight or Passage, apply to

DAVID SASSON & Co., Ltd.,

Agents.

Hongkong, 15th June, 1912.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ARCADIA,"

Captain S. Barham, carrying His Majesty's Mails, will be despatched for this for BOMBAY, on SATURDAY, the 22nd June, 1912, at NOON, taking

Passengers and Cargo for the above Ports in connection with the Co.'s "MORRA,"

11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "CALEDONIA," due in London on the 4th August, 1912.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

H. W. D. SHALLOARD,

Acting Superintendent.

Hongkong, 10th June, 1912.

GLEN LINE (McGREGOR, GOW & Co., LIMITED).

THE Steamship

"GLENESH,"

Captain E. E. Williams, will be despatched for LONDON, ROTTERDAM AND ANTWERP on or about 24th inst.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 12th June, 1912.

HONGKONG-BOSTON & NEW YORK.

AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast and to proceed via Cape of Good Hope.)

S.S. "INDRAMAYO" ... On 3rd July.

For freight and further information, apply to—

SHEWAN, TOMES & Co.,

General Agents.

Hongkong, 6th June, 1912.

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST AND PROCEED VIA THE CAPE OF GOOD HOPE.)

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANZWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA	3 P.M.	Freight and Passage.
SHANGHAI	ASSAYE	About 21st June.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ARADIA	Noon.	See Special Advertisement.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	PERA	About 3rd July.	Freight only.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 18th June, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
NINGPO, CHEWOO & NEWCHANG	"KIUKIANG"	On 18th June, 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 18th June, 4 P.M.
WEIHAIRUI and TIENTSIN	"KUEICHOW"	On 20th June, 4 P.M.
SHANGHAI	"CHINHUA"	On 20th June, 4 P.M.
HOHANG (Halls) & HAIPHONG	"SUNGKIANG"	On 22nd June, 10 A.M.
SHANGHAI	"ANHUI"	On 22nd June, 10 A.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 25th June, 4 P.M.
MANILA, ZAMBOANGA, THUR- DAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRIS- BANE, SYDNEY AND MEL- BOURNE	"CHANGSHA"	On 28th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried
REDUCED FARES, Cargo booked through for all Australian, New Zealand and
Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".
Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft.
Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommoda-
tion, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.
Bills of Lading to all Yangtze and Northern China Ports.
Bills of Lading to all Yangtze and Northern China Ports.
NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY
Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
the transshipment at Woosung.

NEW SERVICE

SHANGHAI TO ANTUNG direct, leaving Shanghai on alternate Wednesdays.
REDUCED FARES:—SINGLE \$45.....RETURN \$75.

BUTTERFIELD & SWIRE,
AGENTSFor Freight or Passage apply to—
Hongkong, 18th June, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW

AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 18th June, at 4 A.M.
"HAICHANG"	Capt. W. C. Passmore	FRIDAY, 21st June, at 11 A.M.
"HAIYAN"	Capt. J. S. Beach	TUESDAY, 25th June, at 11 A.M.

* The ss. "HAIYANG" will not call at Swatow.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... WED'DAY, 19th June, at 11 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
During the months of June and July—Return Tickets available for three months will be
issued at a Reduction of 20 per cent. on the usual rate to Fochow.
For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 18th June, 1912

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean
Ports, Black Baltic Sea and Ports, and all North and South American Ports.
NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

* For SHANGHAI, KOBE and YOKOHAMA:

S.S. SILESIA	30th June.
S.S. FURST BUELOW	27th June.
S.S. GLODENFELS	14th July.
S.S. SUEVIA	29th July.

For MARSEILLES, HAVRE & HAMBURG:	S.S. LIBERIA	28th June.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. EDENIA	30th June.
For HAVRE, BREMEN & HAMBURG:	S.S. ALESIA	1st July.
For MARSEILLES, HAVRE & HAMBURG:	S.S. SEGOVIA	14th July.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BRASILIA	17th July.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 13th June, 1912.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE	On 28th June.	On 24th June.
ST. ALBANS	On 20th July.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, NOON.
CHIYO MARU	W. W. Greene	TUESDAY, 25th July, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., at Noon.
TENYO MARU	B. Best	TUESDAY, 20th Aug., at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via
SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND
HONOLULU, on TUESDAY, the 25th June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO
and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU,
MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 6th Aug., NOON.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS
TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the
CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

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OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle
Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. \$ 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation forsteerage
Passenger situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
FOCHOW via SWATOW and AMOY	"KAIJO MARU"	WED'DAY, 19th June, at Noon.
MOJI (Direct)	"YERIMO MARU"	THURS. 20th June, 6 P.M.
TAMSU via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 23rd June, at Noon.
ANPING via SWATOW, and AMOY	"SOSHU MARU"	WED'DAY, 26th June, at 10 A.M.

N. B.—S.S. "KAIJO MARU" will arrive at, and Depart from Soon Yip Co.'s Wharf,
(Near the Harbour Office, Praya Central).

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's BuildingsS. HIROI,
MANAGER

778-7

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 58 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 19th June, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer Tons	NOON, SATURDAY	Steamer Tons	SUNDAY	SATURDAY
ARCADIA 7000	June 22	MORZA 11000	July 21	July 27
ASSAYE 7500	July 6	MARMORA 10500	Aug. 4	Aug. 10
DEVANHA 8000	July 20	MOLDAVIA 10000	Aug. 18	Aug. 24
DELTA 8000	August 3	MALJOJA 12500	Sept. 1	Sept. 7
INDIA 8000	August 17	HIMALAYA 7000	Sept. 15	Sept. 21
ARCADIA 7000	August 31	MEDINA 12500	Sept. 28	Oct. 4
ASSAYE 7500	September 14	MALWA 11000	Oct. 12	Oct. 18
DEVANHA 8000	September 28	MOOLTAN 10000	Oct. 26	Nov. 1
INDIA 8000	October 12	MACEDONIA 10500	Nov. 9	Nov. 15

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

FARES TO LONDON.

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
SYRIA	June 19	August 2
NOBE	June 26	August 10
SIMLA	July 10	August 24
NUBIA	September 4	October 19
SARDINIA	September 18	November 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON.

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd £38.10 £57.4

For further Particulars, apply to—

H. W. D. SHALLARD,
Acting Superintendent.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DISTINCTIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGA- PORE, PENANG COLOMBO, SUZ and PORT SAID	IYO MARU Capt. R. Takeki	7,000	WED'DAY, 19th June, at Daylight.
	HIRANO MARU Capt. H. Fraser	9,000	WED'DAY, 3rd July, at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"TAMBA MARU" Capt. S. Wada	7,000	TUESDAY, 18th June, at 4 P.M.
	"SANUKI MARU" Capt. N. Tanaka	7,000	TUESDAY, 2nd July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 5th July, at Noon.
	YAWATA MARU Capt. Sekine	5,000	FRIDAY, 2nd Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	COLOMBO MARU Capt. Kanoshita	5,000	MONDAY, 24th June.
KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 19th June, at 5 P.M.
SHANGHAI, MOJI and KOBE	TOSA MARU Capt. T. Sato	6,000	WED'DAY, 19th June.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. Sekine	5,000	FRIDAY, 5th July, at Noon.
SHANGHAI and KOBE	TOTOMI MARU Capt. A. Mocker	4,000	MONDAY, 2nd July.

+ To be connected with S.S. "FUKUOKA MARU" at Kobe.

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NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

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PENANG AND RANGOON.

The next steamer from Hongkong:—

"JINSEN MARU," 4,000 tons, Capt. Machida, Saturday, 29th June

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

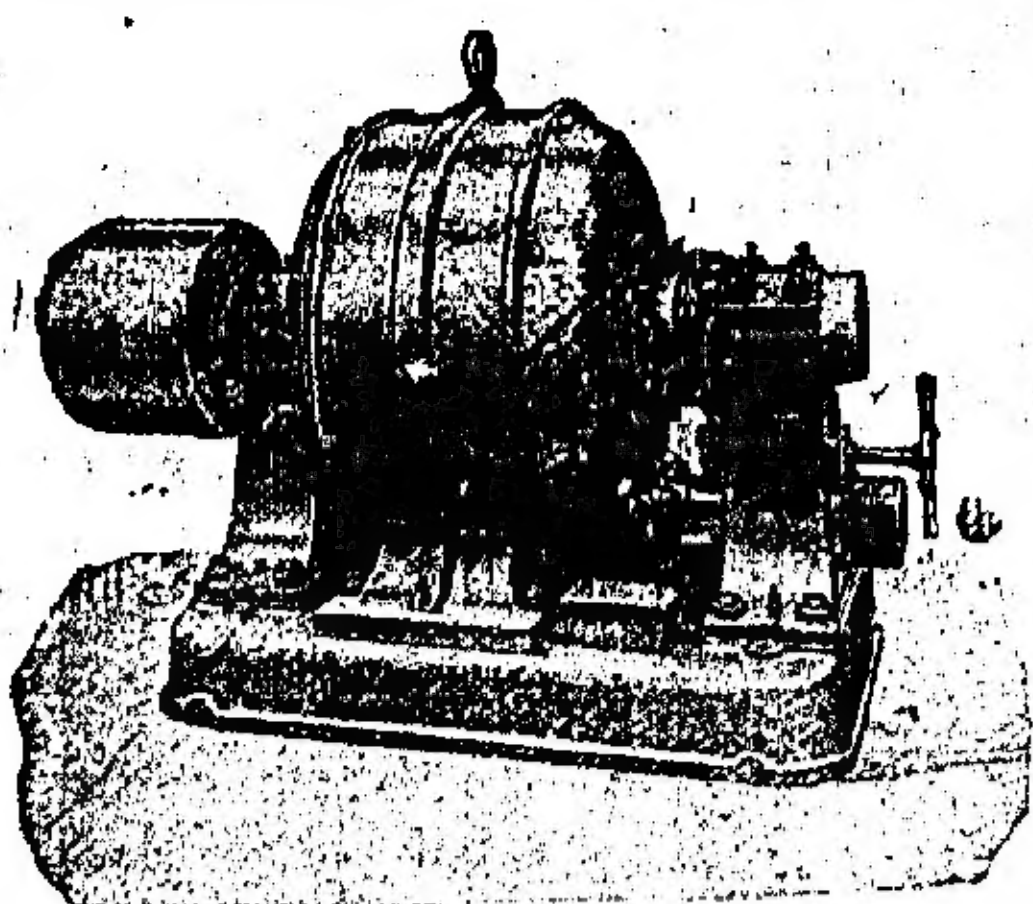
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2nd "	\$ 81	\$ 75	\$ 65

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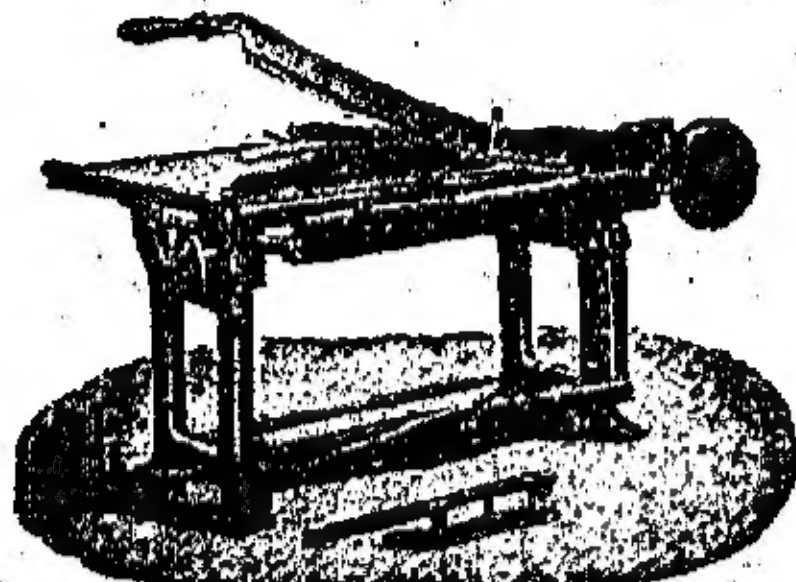
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Hongkong, 14th June, 1912.

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Hongkong, 14th June, 1912.



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THE SINCERE CO., LTD.,
SUB-AGENT FOR HONGKONG.

Hongkong, 14th June, 1912.

POST OFFICE NOTICE

* Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE TO EUROPE.
Letters for this route should be superscribed via SIBERIA.

The *Oceanic*, with the French Mail, is due to arrive here to-day.

The *Latvia*, with the English Mail, left Singapore on Sunday, the 16th inst., at 8:10 a.m., and may be expected here on Thursday, the 20th, instant, at 5 p.m. This packet brings the parcel mails closed in London for despatch by the all sea route on the 15th May, and for despatch overland on the 22nd May.

The *Siberia*, with the American Mail, is due to arrive here on Thursday, the 20th inst., between 8 and 10 a.m.

The *Zhuhi*, with the Siberian Mail, is due to arrive here on Thursday, the 20th inst.

FOR	PER	DATE
FORMOSA via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA AND SOUTH AMERICA via SAN FRANCISCO	Korea	Tuesday, 18th. Printed Matter and Samples ... 10:00 A.M. Registration ... 10:15 A.M. (Registration with late fee of 10 cents, up to 10:30 A.M.) Kowloon ... 9:30 A.M. No late fee ... 11:00 A.M.
HAIPHONG, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via Marseilles	Nera	Tuesday, 18th. Printed Matter and Samples ... 10:00 A.M. Registration ... 10:15 A.M. (Registration with late fee of 10 cents, up to 11:00 A.M.) Kowloon ... 9:30 A.M. No late fee ... 11:00 A.M.
MACAO	Sui Tai	Tuesday, 18th, 1:15 P.M.
FORMOSA via KEELUNG, SHANGHAI, NORTH CHINA and Japan via Moji, Victoria, B.C. and Seattle	Tamba Maru	Tuesday, 18th, 3:00 P.M.
PHILIPPINE ISLANDS	Teau	Tuesday, 18th, 3:00 P.M.
SHANGHAI, NORTH CHINA, and JAPAN via KOREA	Oceanic	Tuesday, 18th, 3:00 P.M.
HAIPHONG, AMOY and FOOCHOW	Haiyang	Tuesday, 18th, 3:00 P.M.
NINGPOO, CHEFOO and NEWCHOW	Kuikang	Tuesday, 18th, 3:00 P.M.
SHANGHAI and NORTH CHINA	Glenroy	Tuesday, 18th, 3:00 P.M.
STRAITS and CEYLON	Iyo Maru	Tuesday, 18th, 5:00 P.M.
HONGKONG, HAIPHONG and PAKHOI	Signal	Tuesday, 18th, 5:00 P.M.
FORT BAYARD, HAIPHONG and PAKHOI	St. Kiang	Wednesday, 19th, 8:00 A.M.
SWATOW	Haiman	Wednesday, 19th, 10:00 A.M.
STRAITS and BURNAB	Hols	Wednesday, 19th, 11:00 A.M.
STRAITS, and India via Calcutta	Laisang	Wednesday, 19th, 11:00 A.M.
SWATOW, AMOY and FOOCHOW	Kasjo Maru	Wednesday, 19th, 11:00 A.M.
MACAO	Hinda	Wednesday, 19th, 1:15 P.M.
JAPAN and YOKOHAMA	Catherine Spear	Thursday, 19th, 5:00 P.M.
STRAITS, and India via Calcutta	Sui Tai	Thursday, 20th, 1:15 P.M.
MACAO	Syria	Thursday, 20th, 2:00 P.M.
STRAITS and CEYLON	Chinhu	Thursday, 20th, 3:00 P.M.
SHANGHAI and NORTH CHINA	Zafiro	Thursday, 20th, 3:00 P.M.
PHILIPPINE ISLANDS	Kueichow	Thursday, 20th, 3:00 P.M.
WELFARE and TIENTSIN	Yerimo Maru	Thursday, 20th, 5:00 P.M.
JAPAN via Moji	Assaye	Thursday, 20th, 5:00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA)	Haiting	Friday, 21st, 10:00 A.M.
SWATOW, AMOY and FOOCHOW	Sui Tai	Friday, 21st, 1:15 P.M.
MACAO	Bungtiang	Saturday, 22nd, 9:00 A.M.
HONGKONG, HAIPHONG and PAKHOI	Hepang	Saturday, 22nd, 10:00 A.M.
JAPAN via Kobe	Arcadia	Saturday, 22nd, 1:00 P.M.
STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via BRINDISI	Loongsang	Saturday, 22nd, 5:00 P.M.
(Late Letters 11:00 to NOON. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday, the 21st instant, at 5 P.M.		
PHILIPPINE ISLANDS	Anhui	Saturday, 22nd, 1:00 P.M.
SHANGHAI and NORTH CHINA		Saturday, 22nd, 5:00 P.M.

COMMERCIAL

CLOSING QUOTATIONS.

June 17th.
ON LONDON—
Telegraphic Transfer ... 2 1/2
Bank Bills, on demand ... 2 1/2
Bank Bills, at 30 days' sight ... 2 1/2
Bank Bills, at 4 months' sight ... 2 1/2
Credita, at 4 months' sight ... 2 1/2
Documentary Bills 4 months' sight ... 2 1/2
ON PARIS—
Bank Bills, on demand ... 254 1/2
Credita, at 4 months' sight ... 259
ON GERMANY—
On demand ... 207
ON NEW YORK—
Bank Bills, on demand ... 49 1/2
Credita, at 60 days' sight ... 50 1/2
ON BOMBAY—
Telegraphic Transfer ... 150 1/2
Bank, on demand ... 151
ON CALCUTTA—
Telegraphic Transfer ... 150 1/2
Bank, on demand ... 151
ON SHANGHAI—
Bank, at sight ... 72 1/2
Private, 30 days' sight ... 73 1/2
ON YOKOHAMA—
On demand ... 99
ON MANILA—
On demand—Pesos ... 99 1/2
ON SINGAPORE—
On demand ... 86 1/2
ON BATAVIA—
On demand ... 121 1/2
ON HAIKONG—
On demand ... 7 1/2 p.m.
ON SAIGON—
On demand ... 43 1/2
ON HANKOW—
Bank's Buying Rate ... 19.85
GOLD LEAF, 100 fine, per tola ... 351.40
SILVER, per oz. ... 28 1/2

SUBSIDIARY COINS.

per cent
Chinese ... 20 cents pieces ... 48.35 discount
Chinese ... 10 ... 48.68
Hongkong ... 20 ... 47.80
Hongkong ... 10 ... 48.60

MAILS VIA SIBERIA

Date	Due
May 29th.	June 15th.
June 1st.	June 17th.

SHARE LIST.—QUOTATIONS.

HONGKONG, 17th JUNE, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
HONGKONG & SHANGHAI BANK CORPORATION	120,000	\$125	all	2835, sellers
China Borneo Company, Limited	60,000	\$12	all	1/100, sellers
China Light and Power Company, Limited	80,000	\$5	all	12.05, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	83, sellers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 86
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	85, sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	all	82, sales
DOCK AND WHARVES.—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	561, sellers
Hongkong and Whampoa Dock Co., Ltd.	60,000	\$50	all	47, sales
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	85
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 53 1/2
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 91
Green Island Cement Co., Limited	400,000	\$10	all	84 1/2
Hongkong Electric Co., Limited	60,000	\$10	all	82 1/2
Hongkong Hotel Company, Limited	12,000	\$50	all	111 1/2
Manila Metropole Hotel Limited	15,000	P. 10	all	78 1/2
Hongkong Ice Company, Limited	50,000	\$25	all	212, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	419 1/2, buyers
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	37 1/2
INSURANCE.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	224
China Fire Insurance Co., Limited	20,000	\$100	\$20	132, buyers
China Traders Insurance Co., Limited	20,000	\$33.33	\$25	100
Hongkong Fire Insurance Co., Limited	4,000	\$250	\$50	353
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 140, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	805
Yangtze Insurance Association, Limited	12,000	\$100	\$60	190, Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	106, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	74, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited	12,500	\$50	all	54
Mattechappi tot Min, Bosch-on Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 68, x. div.
MINE.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	35 1/2
Trench Mines, Limited	160,000	\$1	all	76 1/2, sales
Heawood Tin and Rubber Estate, Ltd.	715,280	2 1/2	all	49
Reub Australian Gold Mining Co., Ltd.	200,000	\$1	all	84
Peak Tramways Co., Limited	25,000	\$10	all	11 1/2
Philippine Co., Limited	50,000	\$10	all	11.10
REFINING.—				
China Sugar Refining Co., Limited	20,000	\$100	all	107
Lison Sugar Refining Co., Limited	7,000	\$100	all	83
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	10, sales
Douglas Steamship Co., Limited	20,000	\$50	all	32 1/2, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	57 1/2, 1/100
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	buy, 127.75, 6d.
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	109 1/2
Star Ferry Company, Limited	10,000	\$10	all	156
South China Morning Post, Limited	10,000	\$10	\$5	123, sales
Steam Laundry Company, Limited	6,000	\$25	all	22
STONES AND DISPERALIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	25
Wm. Powell, Limited	15,000	\$7	all	52, buyers
Watkins, Limited	10,000	\$10	all	53 1/2
A. S. Watson & Co., Limited	90,000	\$10	all	115, buyers
Weissmann, Limited	5,000	\$10	all	112, sellers
Gande Price & Co., Ltd.	50,000	\$20	all	33
Societe des Fives et Forges de Tonkin	15,200	\$10	all	10
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	3300
Union Waterboat Co., Limited	100 fides	\$10	all	38 1/2, buyers
RUBBER.—				
Para Rubber in London				4 1/2 per lb., sellers
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 280	7 1/2 p. annum	Par.
				VERNON & SYMTH, Share Brokers

FORTHCOMING EVENTS.

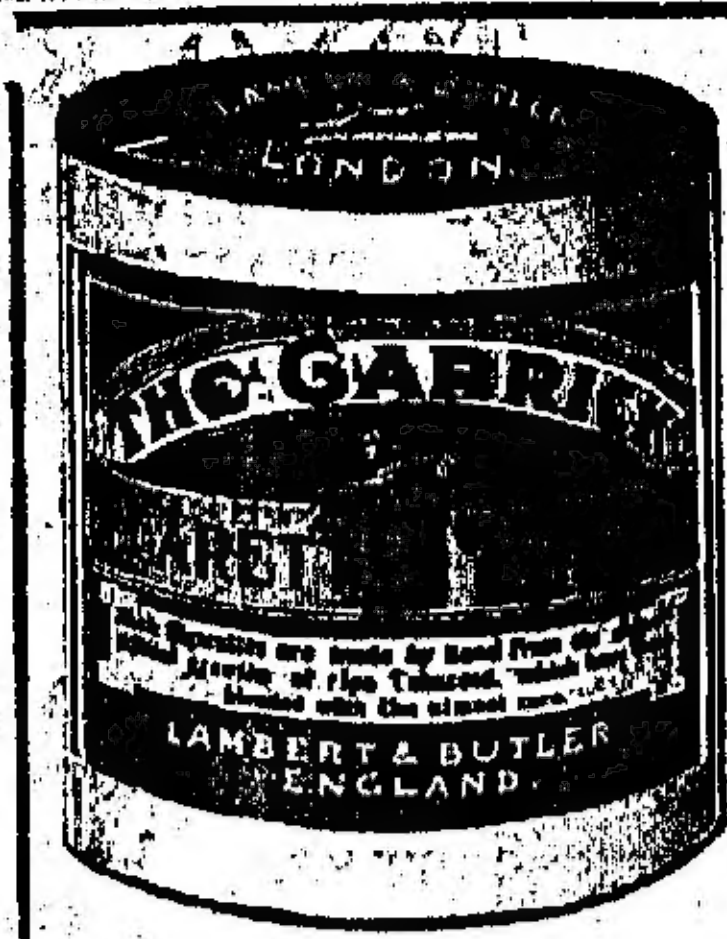
Saturday, 22nd June—	Optim.
Noon—The China and Manila Steamship Co., Ltd.'s Twenty-Ninth Ordinary General Meeting.	May 28th
9:15 P.M.—A Grand Variety Entertainment at the Palace Theatre, Mount Austin.	
Sunday, 23rd June—	
Prince of Wales' Birthday (1894).	
Wednesday, 27th July—	
3:30 P.M.—Hongkong General Chamber of Commerce General Meeting in City Hall.	

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1911. With Index. Price \$7.50.
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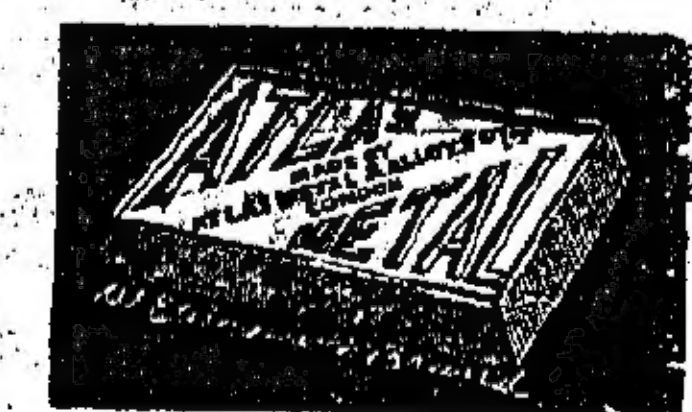
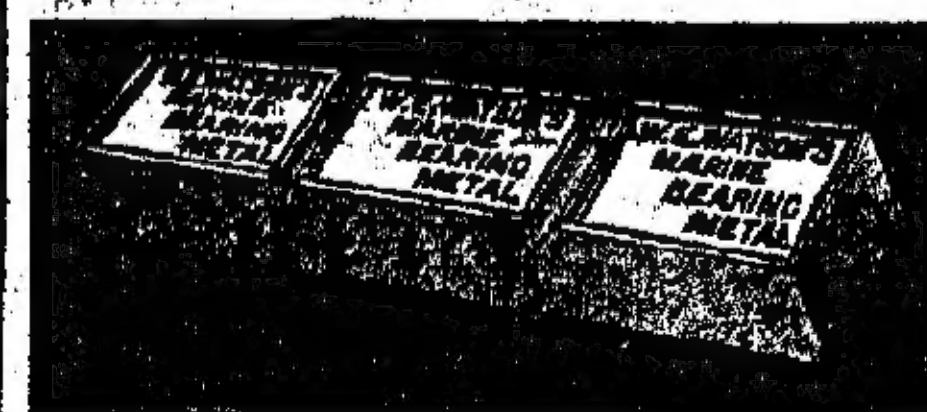
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